

Prices and Prospects.

COKE MARKET IS STUBBORN AND STRONG; MAKERS TALK \$3 FIRST HALF CONTRACT

Influence of the Railroad Strike Situation on Coke Trade.

RNACES TRY TO STOCK UP

Just Enough Success to Make
ars, Short and Prices Strong This
Week; Lake Ore Has Advanced and
ron Makers Figure on 1917 Prices.

Special to The Weekly Courier.
TTSBURG, Sept. 6.—The coke
rket is strong this week, fully as
ng as last week, and in this re-
ct it has gone contrary to the
diction, as in most quarters it
s inferred that if there should be
railroad strike the market would
e off, for all the furnaces had
n endeavoring, with more or less
cess, to accumulate coke. It is
resting to note that for several
nths the coke market has been
appointing predictions, based upon
ous theories, that it would de-
ie. At times in the past it has
larly disappointed those who
do predictions that it would ad-
ce. In other words the coke
rket is rather an obstinate affair,
is disposed to go contrary to pre-
dions, whether the predictions be
to an advance or a decline.

he strength of the coke market
s week is due in small part to de-
ayed production on account of
oday's holiday and in large part
a shortage of cars. Nearly every-
ration opened the week short of
s and in the first half of the week
operators were able to load as
ny cars as they had men to do
work, even though the supply of
or has been limited. The shortage
s is attributed to the combined
uence of the railroads having
e prepared for a strike rather
or moving freight, and of coke
sumers having accumulated coke-
ars. Some furnace interests, it
related, began early in August to
e nervous over the threat of a
way strike and to attempt to ac-
umulate coke. In the last week or
days of the suspense the effort
accumulate coke was particularly
at. Instead of the furnaces un-
ding coke as received they held it
cars, and when railroads asked
to unload they replied that they
did not secure labor. Thus, many
cars are tied up and while
re is a surplus of coke at some
aces it is balanced by coke pro-
tion at the ovens being curtailed
ause the cars are in the wrong
ce. On Monday and Tuesday the
roads gave the coke works some
cars that are usually held for coal
ment exclusively, but still there
s a shortage.

Little interest has been mani-
fested by furnaces thus far in coke for
first half of the new year, but as
es of pig iron are now being made
that period the furnaces are like
to become interested in the mat-
of covering their coke. They
ad to know what their costs are
be. Coke operators who have ex-
ssed themselves at all as to prices
e suggested that the first half coke
rket ought to be \$3.00. This would
a materially higher price than ob-
ned on many contracts made for
present half year, but they say
is warranted by iron, and steel
e conditions and prospects. Spot
e is selling as high as \$3.00 now,
ndry coke is in fair demand, at
changed prices, and the market as
whole is quite unchanged from
week ago, as follows:

at furnace \$2.80 to \$2.90
at furnace (nominal) \$2.40 to \$2.50
at foundry \$2.50 to \$2.60
at foundry (nominal) \$2.10 to \$2.20
at foundry (nominal) \$1.80 to \$1.90
at foundry (nominal) \$1.50 to \$1.60
at foundry (nominal) \$1.20 to \$1.30
at foundry (nominal) \$1.00 to \$1.10
at foundry (nominal) \$0.80 to \$0.90
at foundry (nominal) \$0.60 to \$0.70
at foundry (nominal) \$0.40 to \$0.50
at foundry (nominal) \$0.20 to \$0.30
at foundry (nominal) \$0.10 to \$0.20
at foundry (nominal) \$0.05 to \$0.10
at foundry (nominal) \$0.02 to \$0.05
at foundry (nominal) \$0.01 to \$0.02
at foundry (nominal) \$0.00 to \$0.01

The pig iron movement continues
of fair volume. Transactions are
more to foundry than to steel mak-
ing grades. The prompt coke market
is very strong. There is a car short-
age at coke works and coal mines.

Several Coal Deals
Are Made in the Miller Run Region,
Somerset County.

Joseph Manges of Miller Run, near
Caldwellsburg, recently purchased sev-
eral tracts adjoining the Reading Coal
company's land, near Stoyestown,
Somerset county. The tracts contain
about 240 acres of coal; the coal has
a thickness of some 30 inches, the
price paid being \$24,000.

COKE FREIGHT RATES.	
The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the East district) and the Lower Connellsville region (often called the Klontike and sometimes the Westtown district) to principal points of shipment, are as follows, per net ton of 2,000 pounds:	
Destination.	Rate.
Baltimore	\$1.80
Baltimore	1.85
Buffalo	1.85
Canton	1.40
Chicago	2.50
Cleveland	1.50
Columbus	1.50
Detroit	1.10
E. St. Louis	2.80
Erie	1.65
Harrisburg	1.70
Joliet	2.50
Louisville	2.50
Milwaukee	2.50
New York	2.85
Philadelphia	2.00
Pittsburgh	1.75
Pittsburgh, N. Y.	2.80
Pottsville	1.85
Reading	1.85
Richmond	2.00
South Bethlehem	2.00
Swedeland, Pa.	2.00
Toledo	1.85
Wesley	1.20
Valley Point	1.20

year have been as follows:

Month	Price	Quantity
January	\$2.14	\$3.30
February	2.14	4.00
March	2.14	3.85
April	2.14	3.85
May	2.14	3.85
June	2.14	3.85
July	2.14	3.85
August	2.14	3.85

STEEL GLAD WAS NO STRIKE

But Derives No Satisfaction From the
Manner of Its Settlement; Market
Strong in All Its Branches.

Special to The Weekly Courier.
NEW YORK, Sept. 7.—The Ameri-
can Metal Market and Daily Iron &
Steel Report will review the steel
and iron trade tomorrow as follows:
The steel and steel producing in-
dustry heaved a sigh of relief when
the railway strikers threatened
strike was averted, but it is recog-
nized that the relief may prove to be
only temporary. The interruption of
freight movement could not have been
more than temporary, and there is no
satisfaction with the manner of set-
tlement, for it is recognized that the
action of Congress encourages a
movement for an eight-hour day at
the blast furnaces and steel mills,
something that cannot be granted as
long as so serious that output would
be greatly reduced. (The industry
may eventually find itself losing more
tonnage output through strikes with-
in itself than it would have lost
through a strike on the railroads.)

The steel market is strong in all its
branches, but the strength accorded
from the mills being thoroughly sold
up rather than from there being an
active demand. Premiums are paid
for prompt delivery of as many pro-
ducts as formerly, perhaps more, but
the premiums are hardly as large.
Some mills are making large pro-
fits on an up-and-down basis.

The mills have passed through the
traditionally dull summer months
without their order books suffering
there being substantially as much
business on books as two or three
months ago. The United States Steel
Corporation's unfilled tonnage re-
port, due next Saturday, is expected
to show a gain for August, following
the large loss in June and the small
loss in July, and with such a trend
established gains are expected for
two or three months to come if not
for a longer time. The steel inter-
ests regard it as settled that the steel
trade will be under pressure for deliv-
eries for 10 or 12 months to come,
this being a longer period than is us-
ually considered subject to produc-
tion. It should be observed that the
steel industry appears to be con-
vinced that the war will last more
than a year still, while in the metal
trade a much shorter period is pre-
dicted.

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of fair volume. Transactions are
more to foundry than to steel mak-
ing grades. The prompt coke market
is very strong. There is a car short-
age at coke works and coal mines.

Barges for Coastwise Trade.
The first of two barges being built
at Bath, Me., for the Pennsylvania
Gas Coal Company of Greensburg, Pa.,
is in the Atlantic coast coal trade
has been launched. The vessel has a
capacity of 2,400 tons.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.		WEEK ENDING SEPTEMBER 2, 1916.				WEEK ENDING AUGUST 26, 1916.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.	
Connellsville	20,859	17,993	2,866	210,235	20,859	18,067	2,792	219,141	
Lower Connellsville	17,533	14,788	2,805	181,875	17,503	14,624	2,909	178,049	
Totals	38,392	32,781	5,671	401,110	38,362	32,691	5,701	397,190	
FURNACE OVENS.									
Connellsville	16,084	14,665	2,319	180,505	16,984	14,749	2,235	181,660	
Lower Connellsville	5,826	4,817	1,009	58,295	5,826	4,827	990	58,450	
Totals	22,910	19,482	3,328	238,800	22,810	19,576	3,224	240,110	
MERCHANT OVENS.									
Connellsville	8,755	2,329	647	38,640	8,755	2,318	557	37,570	
Lower Connellsville	11,767	9,371	1,796	123,580	11,767	9,797	1,970	119,414	
Totals	20,522	11,700	2,443	162,220	20,522	12,115	2,527	156,984	
SHIPMENTS.									
WEEK ENDING SEPTEMBER 2, 1916.		WEEK ENDING AUGUST 26, 1916.							
To Pittsburgh	4,151 Cars	4,096 Cars							
To Points West of Pittsburgh	5,579 Cars	5,573 Cars							
To Points East of the Region	1,933 Cars	1,965 Cars							
Totals	11,663 Cars	11,634 Cars							

MERCHANT COKE OPERATORS ARE APPREHENSIVE

That the Decision in the Valley Ore Rate Case Foreshadows

ADVERSE ACTION ON COAL RATES

One District Rearranged Resulting in
Advances to Some Furnaces and Re-
ductions to Others; Monessen is Put
in the Same District as Johnstown.

Some merchant coke operators are
apprehensive that the decision handed
down by the Interstate Commerce
Commission on Tuesday, in what is
known as the Valley Ore Rate Case,
may foreshadow an unfavorable de-
cision of some of the matters in-
volved in the appeal of the Connell-
sville Coal Trade Association for an
equitable adjustment of coal freight
rates. The ore rate decision covers
the question of rearranging freight
districts which is the main contention
of the coal shippers in the Connell-
sville region, hence the interest which
attaches to the decision in former case.

The case which has just been de-
cided had its origin in a formal complaint
filed by the Pittsburgh Steel Company,
whose plant is at Monessen, against
the Pittsburgh district ore carrying
rate, then applicable to Monessen. By
the decision Monessen is placed in a
group with Johnstown, and its rate on
direct ore has been increased, instead
of decreased, from 88 cents a ton to
94 cents. Johnstown, which was thrown into
a new group with Monessen, and its rate
has been lowered from \$1.02 a ton to
94 cents.

These rates apply from a port group
extending from Ashtabula Harbor on
the east to Cleveland on the west. For
shipments to some blast furnace des-
tinations, that group of ports is ex-
tended to Erie, Pa. on the east and
Lafayette, O., on the west. Shipments
from Sandusky and Toledo are not af-
fected in the grouping for western
Pennsylvania, southeastern Ohio and
adjoining West Virginia points.

In addition to the rearrangement of
both lake port and destination groups
which the decision orders, the ore car-
riers are required to make a separate
charge for unloading ore from ships
to cars, and a rate of 6 cents per ton
is prescribed for that service. Under
the revisions made in district bounda-
ries the rate on ore to Youngstown re-
mains unchanged at 58 cents on ore
loaded direct from ships to cars.
Nominally the Youngstown rate is
lowered from 55 cents a ton to 50
cents, but by adding the charge for un-
loading from ship the total becomes
50 cents, the same as before.

The Pittsburgh rate is reduced from
88 cents a ton to 82 cents; Johnstown,
from \$1.02 to 94 cents; Josephine, in-
creased from 93 cents to 94 cents. Mon-
essen, the original complainant in this
case, is the worst hit, being increased
from 88 cents to 94 cents by reason of
its being switched from the Pittsburgh
group to the Johnstown group.

THE 5TH ANNUAL KEYSTONE MEET

Thirty Teams Develop High Averages
In Contests for the Huff Cup and
Other Substantial Prizes.

One hundred and eighty men, rep-
resenting the First Aid teams of the
plants of the Keystone Coal &
Company, engaged in the fifth annual
contest in Ashfield Park at Green-
burg on Saturday. Upwards of 1,500
people, consisting of men officials
from all parts of the region, families
and friends of the contestants and
others witnessed the contests. The ef-
ficiency shown by the teams was re-
markable and each contest excited
great interest among the spectators.

There were five events in the pro-
gram representing characteristic first
aid problems. With few exceptions
15 minutes were allowed for each prob-
lem. The contest was remarkable for
the high averages made by the partici-
pating teams. The Keystone team,
captained by J. G. Morris, and consist-
ing of five members employed in that
mine, tied with the Claridge team, cap-
tained by Robert Anderson, with an
average of 98.8 per cent. The tie was
worked off and the first prize awarded
to the Keystone team. The \$500 prize
offered by the Keystone company for
first place was supplemented by a sec-
ond prize of \$50 for the team Claridge
team.

The winners are entitled to retain
possession of the L. B. Huff First Aid
Efficiency Cup for one year. This
prize was offered by Colonel L. D. Huff,
the late president, and first contested
for in 1912 when it was won by the
Hempfield No. 1 team. The Arena
team won it in 1913 and 1914 and
Greensburg No. 2 in 1915. To become
possessors of the cup a team must win
it three successive times.

The Huron, Keystone shaft drivers
and Sovikoff outside teams tied for
second place on a score of 99.6 per
cent, and were each awarded a purse
of \$40. For third prize Keystone shaft
tunnel, Keystone shaft inside A, Key-
stone shaft inside B, Arena outside
and Arena inside A, tied with 99.4 per
cent and were each awarded \$20.
With 99 per cent the Carbon team tied
with Madison and each received \$10.
In addition to the purses awarded
each team taking part was given a
sterling silver first aid efficiency but-
ton, and to the men who have been ac-
tive in the work for the past five years
a gold button was presented.

The judges were: Dr. Walter
Hunt, E. M. Clifford, J. C. Coffey, R. J.
Hunt, C. W. McKee, L. O. Offutt, C. F.
Pierce, C. C. Porter, C. R. Reiners, C.
E. Snyder and O. B. Snyder, of Green-
burg; C. M. Sloan, Madison; L. P. Mc-
Connell, Connellsville; J. R. Jack,
New Alexandria, and W. J. Lathrop,
Hempfield.

The meet was held under the super-
vision of General Superintendent H. F.
Boyd, General Mine Inspector Wil-
liam Nesbit, and James Duncan, gen-
eral mine foreman. The meet was so
well arranged and the teams so per-
fectly trained that not a hitch occurred
throughout the program.

THE FIRST REPORT OF RECEIVERS OF TOWER HILL C. C. CO.

Receipts Were \$1,019,532
and Disbursements
\$881,769.82.

GROSS PROFITS OF \$272,601.28

Derived from the Sale of 193,235 Tons
of Coke and 5,931 Tons of Coal Dur-
ing the First 18 Months of the Re-
ceivership; Deficit in Sinking Fund.

In the first report of G. S. Harsh, L.
W. Fogg and John R. Thompson, re-
ceivers for the Tower Hill Connell-
sville Coke Company, which was filed
Friday, it is shown that from Janu-
ary 21, 1915, the date on which the
receivers assumed charge, to July 1,
1916, the gross profits from the sale
of coke and coal from the two plants
of the company amounted to \$272,
601.28. The net profits during the first
18 months of 1916 alone were approx-
imately \$220,000. During the period
in which the receivers have been in
charge, the total cash received has
amounted to \$1,019,532.12 and the total
disbursements to \$881,769.82, leaving a
balance of \$137,762.30 on hand. The
cash balance in the inventory and
financial statement of January 21,
1915, is not included among the re-
ceipts of the first half year.

It is stated in the report that the re-
ceivers have been keeping the prop-
erty and equipment of the company in
the best possible shape and that \$83,
851.28 has been expended for mine
equipment, materials, materials and
supplies, and for overhead. The report
states that the accounts yet receivable
will exceed the amounts payable by
approximately \$30,000. A total of
\$112,852.78 was paid into the sinking
fund and \$110,472.82 paid out, leaving
a balance in the fund on July 1 of \$2,
379.96, with \$11,558.78 due from the
same date.

From January 21, 1915, to January 1,
1916, there were manufactured 234,
075.65 tons of coke at a gross cost of
\$385,640.80. The profit on operation
was \$42,372.12 and the profit on cred-
its was \$14,147.05. From January 1,
1916, to July 1, 1916, 259,568.15 tons
were manufactured at a cost of \$406,
933.04. This sold for \$476,638.32.
The profit on operation was \$207,715.89,
and on credits \$12,193.26.

The total amount of coke produced
from January 21, 1915, to June 30, 1916,
the last day of business included in the
first report, was 493,643 tons. The total
cost of production was \$854,573.84, and
the sales amounted to \$1,104,661.35,
a profit of \$249,387.41. From this profit,
however, there was subtracted \$5,
091.38, representing the cost of ton-
nments, outside coal, and coal on hand,
leaving a balance of \$271,247.03 on the
coke production.

There were, however, 8,031.55 tons
of coal shipped between January 1,
1916, and July 1, 1916, this coal being
mined at a cost of \$8,807.04. The sales
amounted to \$12,245.00, a profit of \$3,
437.96. Miscellaneous profits amounted
to \$330.01.

The profits on the two plants during
the time the receivers have been in
charge, on both coal and coke, has
therefore amounted to \$272,601.28, ex-
clusive of \$2,144.32 in taxes and insur-
ance not included in the cost, the de-
duction of which brings the final profit
to \$272,601.28.

NEW RATE DISALLOWED
Restoration of Coke Rate Will Mean
Big Saving to Chattanooga Co.
By a recent decision of the Inter-
state Commerce Commission the in-
crease of \$2 per ton in the freight rate
on coke from Chattanooga, Tenn., to
Pacific coast points has been set aside.
The advance affected the Durbin
Coal & Iron Company and the Chat-
taanooga Gas & Coal Products Company
upon the shipments of which it is esti-
mated a saving of \$200,000 will result
from the retention of the old freight
rate.

Production and Output.

DEMANDS OF FURNACES FOR FUEL AGAINST A STRIKE MADE BETTER COKE BUSINESS

COKE TRADE SUMMARY.

The Connellsville operators did a better business in coke last week, but with something of a surplus of their property, one coal business. Rail ship-
ments generally were reduced to 81 points, resulting in a falling off of some 50,000 tons in coal movement. Notwithstanding, coke shipments aggregated 401,000 tons and coal 223,130 tons, or a combined output of 624,130 tons, which was the equivalent of a coke output of 522,700 tons.

The demands of merchant fur-
naces for fuel against a railroad
team absorbed all surplus ton-
nage. Increasing shipments
5,000 tons, to meet which the
merchant operators loaded all
the coke they could find. Es-
timated production was 401,000
tons, an increase of only 4,000
tons, indicating that the fur-
nace plants have little stock
on their yards. The region is
running 52.5% of its ovens to
full capacity.

In spite of increased by-prod-
uct oven production, and that
to come in during the last half
of the year, the coke business is
demanding better prices for fur-
nace coke during 1917. They
say \$3.00 per ton will be the
proper price for first half coke.

But the Coal Shipments Were
Cut Down 50,000 Tons
as a Result.

DEMAND BETTER PRICES FOR 1917
Operators Say \$3.00 Would be a Proper
Price for First Half; Higher Wages
and Other Increased Costs Justify
the Demand, Which is Reasonable.

The Connellsville coke operators
did a better business in coke last
week, but with something of a sur-
plus of their property, one coal business.
Coke shipments aggregated 401,000
tons and coal shipments 223,130 tons,
or a total output of 624,130 tons. Dur-
ing the previous week the shipments
were 390,000 tons of coke and 275,
000 tons of coal, being a total of
665,000 tons. Estimating the coal
shipments as coke at two tons of
coke for every three tons of coal and
combining the figures with the actual
output we would have the equivalent
of a coke output of 522,700 tons as against
the equivalent of 586,000 tons estimated
to have been shipped out of the
region during the previous week.
This falling off of 33,000 tons coke
equivalent of some 50,000 tons of
coal was due to generally reduced
rail shipments to all points. Since
shipments held up well. Rail ship-
ments were disturbed by the de-
mands of the merchant furnaces for
coke. These demands absorbed all
the surplus tonnage and extra cars
available in this section and at that
only increased coke shipments 5,000
tons. Production is estimated at
401,000 tons. The furnace plants re-
port no stock movement. But the
merchant operators loaded all the
coke they could find in response to
the demand of the merchant furnaces
for fuel against a railroad team.

The fact that shipments increased
but 5,000 tons and merchant produc-
tion only 4,000 tons confirms the
statement that the merchant plants
have little stock on their yards and
less help probably to load it. The
region is running 52.5% of its ovens
to 84.7% capacity.

Merchant coke operators are run-
ning 52% of their available ovens to
84.7% capacity and shipping 223,000
tons of coal, the equivalent of 142,000
tons of coke, which added to their
estimated coke production at the
ovens makes the equivalent of 365,000
tons of coke business done by the
merchant interests alone. In spite of
the by-product coke crisis brought in
and due to come in during the last
half of 1916, the merchant operators
of the Connellsville region are boldly
demanding better contract prices for
furnace coke for the coming year.
They say that 1917 is going to be the
biggest year in the history of the iron
and steel business. The ore pro-
ducers have already advanced their
prices \$1.00 to \$1.25 per ton delivered,
being a net advance to them of 75
cents. The pig iron producers are
preparing to absorb this charge and
the coke makers think they should be
taken on the property boat along
with the ore men. They say \$3.00 per
ton would be a proper price for 1917
coke. In this connection they point
out that the recent wage advances have
increased their labor costs consid-
erably more than appears on the sur-
face. There is a lack of efficiency
they declare which has swelled this
cost in actual operation 35 to 40 cents
per ton. An advance in coke prices
is necessary to cover this increase in
labor cost.

Production for the week ending
Saturday, September 2nd, was 401,130
tons of which the merchant operators
made 162,220 tons and the furnace
plants 238,910 tons. By districts the
Connellsville region produced 219,235
tons and the Lower Connellsville re-
gion 181,873 tons. Compared with the
previous week this indicated a
gain of 3,815 tons. The merchant
plants increased their output under
the stimulus of extra demand 4,035
tons, but the furnace plants fell off
1,230 tons in output.

Six days was the running time of
the region. The furnace interest has
85 1/2% of its ovens alight and the mer-
chant plants 85%. During last week
215 ovens were fired and 125 put out,
making a net increase in the active
list of 90 ovens. Ovens were lighted
in Liffen No. 2, American No. 2, Ster-
ling and Tower Hill No. 2, and put out
at Leith, Stead, Southwest No. 1,
Colonial No. 1, Over No. 1 and Don-
ald No. 2.

Shipments for the week ending
Saturday, September 2nd, aggregated
11,132 cars carrying 594,934 tons com-
pared as follows:

District	Cars	Tons
Pittsburgh District	4,151	150,075
West of Pittsburgh	5,579	213,000
East of Connellsville	1,933	10,054

But the Coal Shipments Were
Cut Down 50,000 Tons
as a Result.

DEMAND BETTER PRICES FOR 1917

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Price for First Half; Higher Wages
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Coke shipments aggregated 401,0

CHINA CAN SUPPLY COAL TO THE WORLD FOR A 1,000 YEARS

Has Vast Untouched Deposits in Different Parts of the Republic.

BITUMINOUS AND ANTHRACITE

Found in Nearly Every Province and Already Being Operated; Annual Production is now 15,000,000 Tons; Railroads Needed for Development.

Persons familiar with the extent, variety and character of the coal deposits of China assert that this country is capable of supplying the coal demands of the whole world at the present rate of consumption for the next 1,000 years. Experts place China's coal reserves at not less than 1,000,000,000 metric tons.

According to Mr. Y. T. Tang, director of the Geological Survey of China, coal is very widely distributed throughout China. There is not a single province in which coal is not known to occur, but some are much more favorable than others. The northeastern provinces, Shansi, Chihli, Shantung and Honan are the most important. Shansi is the richest of all. Inner Mongolia as well as Manchuria are fairly well supplied with coal, though in the former case it is less known. The northwestern provinces are much poorer, though Kansu and Turkestan contain numerous coal fields.

The same may be said of the Yangtze valley and the southeastern coastal region where the possibility of finding coal is limited by unfavorable geological conditions. The provinces of Hunan and Kiangsi are the exceptions, especially Hunan, which is the Shansi of southern China. The western and southwestern provinces are known to possess coal in very numerous localities, but on the whole they are much less important as the coal seams are usually much thinner and the fields are broken up into small patches.

Both bituminous and anthracite occur in China, but the latter is probably more extensive, as the coal in Shansi and Hunan, the two richest provinces, is largely anthracite. Anthracite has been more readily used by the Chinese because it can be burnt in open stoves without chimneys. The bituminous variety has in recent years acquired increasing importance, as the coal now worked on a large scale is mostly bituminous. In fact out of 20 machine worked mines, only three are mining anthracite. Both kinds of the coal are generally excellent in quality. The anthracite of Shansi and Hunan and the bituminous coal of Chihli, Shantung and Kiangsi compare well with the best of its kind in other parts of the world.

According to the statistics compiled the production of coal of all kinds in all kinds in all provinces in 1915 was about 15,000,000 metric tons. The consumption of coal in China is surprisingly small when compared with her population of approximately 400,000,000. This is caused by the lack of transport facilities. Coal is a commodity which travels very far only in countries well supplied with railways.

In China where the price is often doubled by a day's journey, coal for household purposes is an article of luxury except in those fortunate places situated very close to the mine or connected with it by modern means of communication. This is one reason why the Chinese people are now so very anxious to extend their present utterly inadequate railway facilities. China's vast coal reserve is a practical reason why the United States should strengthen the ties, commercial and political, between China and America. It will pay us to help develop China.

ACCIDENTS IN PENNSYLVANIA

From January 1 to August 15th 1,429 Lives Were Lost in the State.

Figures of accidents in Pennsylvania from January 1 until August 15 show there were 1,429 lives lost in the state by mine, industrial and public-service accidents. Of this amount, the industrial division leads with 626, the mine accidents being a close second with 618, and the public-service third with 185.

Of the first mine accidents, 244 occurred in the anthracite region and 774 in the bituminous mines.

INJUNCTION IS MADE PERMANENT

Striking Miners at Hooversville Are Enjoined from Interfering With Non-Union Workers.

The temporary injunction issued some weeks ago by Judge W. H. Ruppel, restraining the mine workers at Hooversville from interfering with the men at work in the mines at that place has been made permanent. The operators who have sought protection of the courts for their workmen are the Baker-Whitely Coal Company, the Wilbur Mining Company, the Somerset Mining Company and the Knickerbocker Smokeless Coal Company.

The injunction is very sweeping in its scope. The defendants are enjoined from holding meetings near the premises of the complainants, from picketing or patrolling the streets or roads leading to and from the mines or boarding houses and from following, accompanying, annoying, ridiculing, insulting, using opprobrious epithets, intimidating, threatening or assaulting the employees of said company or members of their families, and force attempting by intimidation, threats, insults, opprobrious epithets and violence or persuasion to induce the employees from their employment and from preventing or attempting to prevent by threats, opprobrious epithets, intimidation, force, violence, insults or ridicule, or other means calculating or intended to prevent any person or persons from entering or continuing in the employment of the company, and from directing, aiding or abetting any person or persons to commit any of the aforesaid acts; from calling "scab" or "heals" or any other opprobrious epithet to persons passing along the streets, highways or lanes, and going to and from the works of the complainant, and who are in the employ of the complainant; from giving any directions or orders to committees, associates or otherwise, for the performance of any such acts or threats hereby enjoined and from any manner whatever impeding, obstructing or interfering with the regular and unobstructed operation, conduct and management of the business of the complainant, or employees now in the employ of the complainant or that may hereafter be employed by it.

BAN ON ACETELYNE

Chief Roderick Will Not Allow Use in Rib Draining Where Air is Bad.

James E. Roderick, Chief of the Department of Mines, has notified the mine inspectors of the anthracite and bituminous regions that when filling or any other work is being done in non-gaseous mines, where the ventilation is partly destroyed, to notify the mine foreman that no lamps except a safety lamp or a combustion oil lamp shall be used by the employees working at the removal of pillars, or in doing any other work in any section of a mine where carbonic acid gas is liable to be encountered.

The inspectors are instructed that the mine foreman must see that this order is carried out, because the use of acetylene lamps may cause the loss of life, as acetylene lamps will burn in foul atmosphere, such as will impair the health and might possibly destroy human life.

COKE COMPANIES

Swell The Fund for a Motor Ambulance for Uniontown Hospital.

A movement is in progress in Uniontown under the chairmanship of George F. Tilley, to raise money to buy a motor ambulance for the Uniontown hospital. Subscriptions thus far total \$225.

Among the contributors are the following coke companies: Fayette Coke company, \$50; Thompson Connellsville Coke company, \$50; Producers' Coke company, \$50; Watersburg Coke company, \$25, and Orient Coke company, \$50.

Other companies have signified their intention to follow with substantial contributions.

BUFFALO-CHICAGO MARKETS

Not Much Activity in Former But Prices Firm; Nominal at Chicago.

The coke market at Buffalo does not show much activity, says The Coal Trade Journal, but prices are holding firm and unchanged at \$5.35 to \$5.50 for 72-hour Connellsville foundry, \$4.35 to \$4.50 for 48-hour furnace and \$4.25 for stock.

The Black Diamond reports the market at Chicago nominal for the reason that no coke remained available for sale. Connellsville is held at \$6; by-product foundry at \$6, other sizes at \$4.50 to \$5.35; gas house, \$4.50 to \$4.75.

LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Sept. 2, 1916.

Total Ovens	No. in Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS.				
300	300	Aome.	W J Rainey	New York
80	80	Aome.	Penn Coke Co.	Uniontown
182	182	Basty	Mt. Pleasant Coke Co.	Greensburg
120	80	Boyer	Mt. Pleasant Coke Co.	Greensburg
30	30	Brush Run	Brush Run Coke Company	Mt. Pleasant
30	30	Carlyle	Carlyle-Connellsville Coke Co.	Pittsburg
150	150	Clare	Clare Coke Co.	Greensburg
40	40	Dexter	Connellsville Coke Co.	Connellsville
40	40	Ellis No. 2	Whistl Coke Co.	Uniontown
100	100	Elizabeth	Unity-Connellsville Coke Co.	Uniontown
120	120	Elm Grove	W J Rainey	New York
101	101	Fort Hill	W J Rainey	Connellsville
116	116	Greco	Gilmore Coke Co.	Uniontown
145	145	Hampshire	Saunders & Lohr	Youngwood
40	40	Johnson	Bessemer Coke Co.	Pittsburg
20	20	Little Sunshine	Shannon Coke Co.	Uniontown
30	30	Lutz	Johnson Fuel Co.	Uniontown
40	40	Magee	Kink Coke Co.	Uniontown
860	810	Mahoning	C. W. Mahan Coal & Coke Co.	Uniontown
310	310	Mt. Pleasant	Mt. Pleasant Coke Co.	New York
30	30	Neale	W. J. Rainey	Uniontown
100	100	Neale	Brown & Cochran	Dawson
80	80	Palmer	Newcomer Coke Co.	Uniontown
120	120	Railway	W J Rainey	New York
80	80	Railway	W J Rainey	New York
30	30	Shannon	Shannon Coke Co.	Uniontown
40	40	Thomas	West Fayette Coal & Coke Co.	Uniontown
47	47	West Penn.	West Penn. Coke Co.	Pittsburg
FURNACE OVENS.				
280	280	Adelaide	H C Frick Coke Co.	Pittsburg
300	300	Alvinton	H C Frick Coke Co.	Pittsburg
300	300	Bagley	H C Frick Coke Co.	Pittsburg
300	300	Baker	H C Frick Coke Co.	Pittsburg
240	240	Brinkerton	H C Frick Coke Co.	Pittsburg
240	240	Bitter	H C Frick Coke Co.	Pittsburg
240	240	Balmat	H C Frick Coke Co.	Pittsburg
301	301	Central	H C Frick Coke Co.	Pittsburg
20	20	Chickadee	H C Frick Coke Co.	Pittsburg
400	400	Collier	H C Frick Coke Co.	Pittsburg
400	400	Continental 1	H C Frick Coke Co.	Pittsburg
400	400	Continental 2	H C Frick Coke Co.	Pittsburg
400	400	Continental 3	H C Frick Coke Co.	Pittsburg
120	120	Creighton	H C Frick Coke Co.	Pittsburg
438	438	Davidson	H C Frick Coke Co.	Pittsburg
272	272	Dorothy	H C Frick Coke Co.	Pittsburg
272	272	Hecla No. 1	H C Frick Coke Co.	Pittsburg
280	280	Hecla No. 2	H C Frick Coke Co.	Pittsburg
300	300	Hecla No. 3	H C Frick Coke Co.	Pittsburg
300	300	Hoskett	H C Frick Coke Co.	Pittsburg
400	400	Junata	H C Frick Coke Co.	Pittsburg
300	300	Kyle	H C Frick Coke Co.	Pittsburg
400	400	Lanesburg 1	H C Frick Coke Co.	Pittsburg
400	400	Lanesburg 2	H C Frick Coke Co.	Pittsburg
400	400	Lanesburg 3	H C Frick Coke Co.	Pittsburg
304	304	Leitch	H C Frick Coke Co.	Pittsburg
227	227	Lemont No. 1	H C Frick Coke Co.	Pittsburg
300	300	Lemont No. 2	H C Frick Coke Co.	Pittsburg
400	400	Mammoth	H C Frick Coke Co.	Pittsburg
300	300	McCrumbie	H C Frick Coke Co.	Pittsburg
105	105	Mutual	H C Frick Coke Co.	Pittsburg
300	300	Norfolk	H C Frick Coke Co.	Pittsburg
328	328	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
400	400	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
400	400	Phillips	H C Frick Coke Co.	Pittsburg
443	443	Redman	H C Frick Coke Co.	Pittsburg
120	120	Riot	H C Frick Coke Co.	Pittsburg
428	428	Shoof	H C Frick Coke Co.	Pittsburg
400	400	Southwest 1	H C Frick Coke Co.	Pittsburg
150	150	Southwest 2	H C Frick Coke Co.	Pittsburg
300	300	Standard	H C Frick Coke Co.	Pittsburg
110	110	Stetson-Bulvey	Danbar Furnace Co.	Danbar
30	30	Stetson	H C Frick Coke Co.	Pittsburg
400	400	Trotter	H C Frick Coke Co.	Pittsburg
300	300	Union	H C Frick Coke Co.	Pittsburg
200	200	Valley	H C Frick Coke Co.	Pittsburg
94	94	White	H C Frick Coke Co.	Pittsburg
300	300	Wright	H C Frick Coke Co.	Pittsburg
400	400	Wyman	H C Frick Coke Co.	Pittsburg
443	443	Yorktown	H C Frick Coke Co.	Pittsburg
545	545	Youngstown	H C Frick Coke Co.	Pittsburg
16284	11,930			

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In Stock for Immediate Shipment Yough Steam Pumps

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
5x2 1/2 x 6	26 gals.	100 H. P.	1 1/2	1 1/2	1 1/2	1 1/4	450
10x5 x 12	102 gals.	500 H. P.	1 1/4	1 1/2	3	2 1/2	1600

DOUBLE PLUNGE MINE

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x 12	102 gals.		1 1/4	1 1/2	3	2 1/2	1600
10x6 x 12	147 gals.		1 1/4	1 1/2	4	3	2100

PISTON MINE

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x 12	102 gals.		1 1/4	1 1/2	3	2 1/2	

DEEP WELL

Size	Steam	Exhaust	Plunger	Bucket
6x12	3/4	1	1 1/2 to 3 in.	2 3/4 to 4 1/4 in.
6x24	3/4	1	1 1/2 to 3 in.	2 3/4 to 4 1/4 in.

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THE COURIER COMPANY

127½ W. Main St.,
Connellsville, Pa.

The Weekly Courier.

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THURSDAY MORNING, SEPT. 7, 1916.

DEMOCRATIC HALLUCINATION.

Democratic campaign managers profess to believe that the Republicans are in a bad way for issues in this campaign. Under the hallucination that the record of President Wilson has been so brilliant in its achievements so pregnant with all that is good and wise and prudent in government past and present and to come the Democrats have the effrontery to assert that there is nothing left upon which the Republicans can reasonably base an election to a return to the direct and control of national affairs.

The St. Louis platform declared unqualifiedly that the record of the Democratic administration alone entitles its titular dictator to the right of reelection. Every official act and utterance since has been directed with a view to bolstering up the gratuitous assumption that the campaign is one sided and without issues except the main issue of Succession and that it is to result in a sort of spontaneous and unanimous recognition of the action of the hand made convention and its hand picked candidate.

The approval of the administration record having been the Democratic choice as an issue the alacrity and skill with which Candidate Hughes has handled it on the discrediting abut has furnished the country with evidence of the total indifference of the Republicans as to what may be the choice of issues or of weapons with which to wage a campaign.

If after undergoing the major operations under Surgeon Hughes been knifed there is enough vitality left in Wilson to issue a challenge to a tariff policy journal there will be no wobbling when the issue is met and no wavering in support of the party-old principle of Protection to American Labor and Enterprise.

If it is pre-erred that party promissory pledges and performances be compared and the record of each given Pithless Publicity the desire needs but to be expressed.

If the wasteful, unbusiness like and extravagant management of the government is desired to be discussed, willing debaters armed with facts, proofs and figures and a certified copy of a certain pledge of the most rigid economy in government expenditure await the opportunity to begin the debate.

Or if it is pre-erred that the pitiful record of weakness, incompetence and vacillation in handling the Mexican situation be given first place in consideration there will be ready acquiescence.

If an analysis of Pork appropriations is thought to be enlightening to the voters and taxpayers the opportunity will be gladly embraced.

If the abrogation of the Civil Service rules and law is sought to be exploited as a means by which to advance the interests of Deserving Democrats the methods of its recent accomplishment will be elucidated both pictorially and by the spoken word.

If an explanation of the necessity for the imposition of burdensome and unjust War Taxes in a time of peace will be helpful that labor of love will be performed with a cheerfulness somewhat akin to that.

In fact if there be any other matter or thing which may appertain to campaign issues, or the alleged want of them upon which the Democrats may desire to have the voters informed they can at once direct themselves to the fear that the Republicans will overlook them, or be lacking in courage to fight the campaign upon any line of offense or defense or with any kind of weapons the Democrats may choose.

BOOST SOME MORE!

The friends and supporters of the Direct-to-Dunbar Bridge proposition should not consider that their work was ended when the hearing before the board of viewers was concluded. It is true that nothing can be done until the board of viewers submit their report but in the meantime certain steps can be taken in the direction of preparing for subsequent action.

Down at Glassport where a movement is on foot to span the Monongahela river to the borough of Wilson with a bridge a view was recently held at which there was a large number of interested citizens present. Although the report of the viewers has not been filed the persons who have been active in the matter have effected a formal organization with proper officers and selected a set of committees. This organization will keep in close touch with all developments in the situation and be occupied chiefly in strengthening public sentiment in favor of the improvement.

In the case of the proposed new bridge at South Connelville there is equal if not greater opportunities for a similar organization to render Connelville, South Connelville and the adjacent neighborhood as useful service as the Glassport boomers are doing for their community. An organization of this kind will reduce the whole bridge campaign to a system and make it possible to deal with all matters in relation to it in an effective and business-like way.

The Courier therefore suggests to the individuals who have been active in advancing the bridge question that they give some thought to imitating their enterprising brethren on the Monongahela.

THE HOME BANK.

Notwithstanding the object lessons which are from time to time furnished to show the folly and great risk of keeping money in the house (instead of in the banks) the practice continues. Native born citizens have profited by the unfortunate experience of their less enlightened and more trustful neighbors in a greater degree than the foreign born residents yet it must in truth be said that there are not found Americans who believe that a tin can in a sock or other receptacle hidden in some secret corner of the house offers greater security than the fire and burglar proof vaults of the banks.

The recent burning of a death of a young woman and mother of foreign birth while trying to save the family's earnings from their home at Young Wood recalls one form of danger arising from the practice of making a bank of the home. The unfortunate incident does more. It emphasizes our responsibility says the Pittsburgh Gazette Times in educating foreigners in order that they may be saved from the same ignorance and at the same time he made actual Americans. There was nothing new in the tale simply a case of money hoarded in the home and forgotten when the family fled from the flames only to be remembered in time to lure the wife back into the burning building to her death.

Teachers, priests, foremen and superintendents of mines and shops and all who have a hand in coaching the foreigner should warn them against keeping savings in their homes and should urge placing them in banks.

On account of the unfortunate experience foreigners had some years ago with private banks many of which were conducted by persons who were also foreign born a certain distrust of all banks has been created. This is being gradually overcome and even in time be wholly removed. The banks maintaining foreign departments can do much along this line and the suggestion might not be out of place that they join with the agencies of our contemporary missions in the work of educating the foreign born residents in an appreciation of the dangers of making their home serve the purpose of a bank.

HELPING THE FARMER.

The farmer of the country parishes of the northwestern states are now being provided with a striking object lesson of the operation of the Democratic free-trade policy.

One June 1st the Canadian government raised its embargo on the exportation of hay to the United States which now opens our markets to Canadian shippers and farmers who are reported to have large quantities of old hay ready for shipment. Right here it will be shown how the Underwood bill will help the Canadian farmer to the expense of his brother south of the international boundary.

The Underwood bill reduced the Republican tariff duty on hay from \$4 to \$2 per ton. During the first ten months of the revised tariff imports of hay into the United States practically all from Canada increased 50% compared with ten months under the Republican tariff. When the European war was declared Canadian hay was needed for the troops and an embargo was placed upon its exportation. Now that war purposes have been provided for some time to come the embargo has been removed and Canadian hay growers are free to turn their attention to markets in the United States which it would appear they have been doing to good account.

Our northern neighbors have not been so exclusively absorbed in devoting their energies to preparing and provisioning troops to aid the mother country as to lose the opportunities opened up by the Underwood bill. This is shown by the fact that the exports of Canadian products to the United States during the fiscal year 1915 ended June 30th amounted to \$294,000,000 compared with \$120,000,000 for the fiscal year 1913 under the Republican Tariff or an increase of 70%. The largest part of Canada's exports to us consist of farm products the bulk of which under the Underwood bill are on the free list.

To get into such markets as may be left in Canada for farm products of the United States we have to pay for the privilege we give Canadians without charge. That the Democratic way of helping the farmers of the United States.

PENNY POSTAGE.

The National One Cent Letter Postage Association an organization on the mission of which is described by its title believes that the time is near at hand when the postage on first class mail matter should be reduced. Close study has been given to this problem for a number of years and the claim is now made that the only condition requisite to the successful introduction of this postal reform is to bring about an adjustment of the rates on magazines.

It is estimated that the income from first-class postage yields the Postoffice Department a net profit of over \$75,000,000 per year over the cost of collection, transportation and delivery. On the other hand the product of the magazine publishers on account of its greater bulk and its nominal rate of one cent a pound entails a great annual loss to the department. The operation of the postal service during the last year notwithstanding the handicap of the low rate of magazines and the great expense of their distribution and delivery is estimated to have yielded a surplus of between \$4,000,000 and \$5,000,000. Without an increase in the magazine postage rate the surplus of the past year would not be sufficient, however to offset a reduction of 100% in the letter rate.

During the present session of Congress a large number of one cent letter postage bills were introduced but none of them have progressed very far. At the next session it is planned to press this issue vigorously through a campaign designed to bring about a revision in the magazine rate. If it is achieved it is believed no great difficulty will be experienced in having Congress lend a willing ear to the now almost universal demand for penny postage.

CLARK ACT DEFEAT.

Some of the outstanding faults and glaring deficiencies of the Clark act governing third class cities were pointed out by The Courier a few days ago. In this analysis of the law no attempt was made to enumerate all the defects which a short experience has discovered. It was intended only to indicate wherein the principles of the Commission Government were fundamentally wrong and the Clark act itself defective in many important particulars.

The views of The Courier have in the main been in record with the conclusions of many thoughtful students of present day municipal problems. The McKeesport Times among others. Our near neighbor agrees with us that the Clark act fails to measure up to the necessities of a practical charter of government for third class cities. To the defects we have pointed out The Times adds others as follows:

That there is room for improvement to the Clark act cannot be denied by any who have carefully read it. Some defects as we see them, not contained in The Courier include a clause whereby it is possible for an additional ten mills to be levied with out a vote of the people for improvement, election of the Treasurer and Tax Collector without a vote of the people, the possibility of having an entirely new board every four years and four new Councilmen every two years. The City Manager plan has not proven a good one despite what may be said in Dayton and other cities have had it. That indeed is too much power for one man may think.

Even the author of the act and many of its supporters admit the necessity of amendment of it in important particulars. So far as information is available there is not a single third class city in the state which reports the Clark act as satisfactory and practical in its operation. In view of this attitude and expressions of judgment its amendment even to the extent of complete reconstruction seems both desirable and necessary.

VOYING QUALIFICATIONS.

At the forthcoming general election Connelville electors will vote for President, United States Senator, Congressmen, State Senators, members of the Assembly and other officers provided they have complied with all the requirements of the election laws. In order to become entitled to the privileges of voting, every citizen must be assessed and registered and shall have paid his taxes.

The law has fixed certain days upon which voters may apply hence the importance to be kept in mind. The last day upon which one may be assessed is Wednesday, September 6th, and the day for registration is this date and the following day. This date is of particular importance to those who were not registered last year because of change of residence and to those who have become of voting age in the meantime. One must be assessed in order to be registered and registered in order to vote. The first day for registration will be Thursday, September 7th. The other day will be Friday, September 8th and Saturday, September 9th. The registration of last fall or spring has no bearing on the coming election. The last day upon which to pay taxes to qualify for registration and as a voter will be Saturday, October 7th which is also the last registration day.

The register assessor will be a third party polling place on these days. If you have your vote it will be because you fail in your duty as a citizen by neglecting to qualify yourself to exercise the right of franchise.

THE GARBAGE QUESTION.

The garbage question is not being settled in a satisfactory manner in spite of the elaborate and pains taking efforts of the city authorities to assist the garbage collector in his work.

The trouble is not with the collector but with the citizens. They seem to have constitutional objections to paying a direct garbage tax. They have made the fact manifest in every possible manner. There does not seem to be anything left but to adopt the suggestion to collect the garbage as a city charge and impose its cost as a tax.

The city authorities are under various obligations to keep the city in sanitary condition. It is impossible to compel garbage removal under the present plan a more drastic system should be adopted, without hesitation or delay.

The garbage question is no one to be tampered with. It smells to heaven now and it is destined to breed evil conditions if permitted to continue. With the threat of infantile paralysis hanging over the city we cannot afford to take any chances.

Four new customers out of 2,200 hold outs suggests a new plan of action.

THE GRAND ARMY.

The National Encampment of the Grand Army of the Republic at Kansas City marks the fiftieth anniversary of the founding of this organization by the late General John A. Logan.

For half a century the members of this great body of veterans of our greatest war have been coming together on foot or on horse to the fabled Mount of Blessings of an honored place which their sacrifice and service purchased for the republic. With each succeeding encampment the ranks have grown thinner and thinner as one by one the members have answered the last Roll Call.

The gathering today is made up of bent shouldered white haired men. While faltering step proclaims times mark upon them lengthening years have not quenched the spirit of dampened the ardor of their affection for Old Glory of glorious memory.

The Grand Army will not hold many more reunions. The youngest members are nearing three score and ten while for others a way have passed that milestone time must soon sound their requiem.

Meyersdale is getting ready to open up its factories. The stockholders all expect to retire rich men and women and as town boosters they rightly deserve such a rate.

UNCLE EPH.

By M. L. WAGNER.

I kin remember when I was a little boy I used to wait a week and see the light of day. I kin remember when I was a little boy I used to wait a week and see the light of day. I kin remember when I was a little boy I used to wait a week and see the light of day.

VACATIONS OF DINOR.

Exhibitions of ill temper and vexation in a public official are usually not commendable at their times when a show of spirit seems to be entirely out of place. When it comes to a public official it is not only a disgrace but a discreditable. When it comes to a public official it is not only a disgrace but a discreditable.

OVERS OF THE RAILROADS.

It has been a popular impression that the railroad men of this country were a lawless and lawless set. The impression is a false one. The railroad men of this country were a lawless and lawless set. The impression is a false one.

CONNELLSVILLE WATER RAIL.

The Connelville Water Rail Road Company has been organized. The Connelville Water Rail Road Company has been organized. The Connelville Water Rail Road Company has been organized.

THE LOST OLD SUMMER TIME IS NEAR.

The Welsh coal pockets in South America are a part of the European war. The Welsh coal pockets in South America are a part of the European war. The Welsh coal pockets in South America are a part of the European war.

WAR MEN'S COMPENSATION CARRIES NO WEIGHT.

People who stocked up with groceries and other necessities during the war are now being asked to pay for them. People who stocked up with groceries and other necessities during the war are now being asked to pay for them. People who stocked up with groceries and other necessities during the war are now being asked to pay for them.

THE COUNCILMAN'S HOSPITAL IS DOING A LOT OF BUSINESS.

The Councilman's Hospital is doing a lot of business. The Councilman's Hospital is doing a lot of business. The Councilman's Hospital is doing a lot of business.

THE SELL MILL WILL LOCATE OR HERD OR ON THE OTHER HAND.

When the pinner frames stop running the time will have passed. When the pinner frames stop running the time will have passed. When the pinner frames stop running the time will have passed.

IT LOOKS AS IF THE RAILROAD DISPUTE HAD REACHED THE POINT WHERE EVERYBODY WHO DOESN'T HAVE A RAIL WILL BE HILL.

The railroad strike will shut down the Connelville region with a bang. The railroad strike will shut down the Connelville region with a bang. The railroad strike will shut down the Connelville region with a bang.

THE BIG STICK HAS HIT THE CAMP.

The big side door cars of the West have been ordered to be off the rails. The big side door cars of the West have been ordered to be off the rails. The big side door cars of the West have been ordered to be off the rails.

THE THREE-DECK RAILROAD STRIKE HAS BEEN ORDERED TO BE OFF THE RAILS.

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THE HEALTH REGULATIONS ARE LOOSENING UP.

In view of the reports that troops will be sent to the front in the near future, the health regulations are being loosened up. In view of the reports that troops will be sent to the front in the near future, the health regulations are being loosened up.

THE CORN ROAST IS RIPE.

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GENERAL FRED ROBBINS HAS GONE.

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THE OLD WOODEN RAILROAD CAR IS NO MORE.

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LOOKING BACKWARD.

News of the Past Condensed from the Files of The Courier.

FRIDAY, SEPTEMBER 11, 1886.

The late John A. Logan, who was killed in the battle of Antietam, was buried in the National Cemetery at Arlington, Va. The late John A. Logan, who was killed in the battle of Antietam, was buried in the National Cemetery at Arlington, Va.

THE DECADE OF THE 1880S.

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SCHOOLS TO OPEN OCTOBER 2, UNLESS DR. DIXON RELENTS

The Term Will Then Run to
About June 22, Di-
rectors Learn.

NEW TEACHER IS ELECTED

A. E. Woodhead of Lakewood, N. J.,
Chosen as Successor to S. G. Fegley;
Has Had Two Years' Experi-
ence; Other Routine Matters Up.

Unless Dr. S. G. Dixon, state commissioner of health, abandons his infantile paralysis quarantine in the interval, Conneltsville schools will not open until October 2. This was decided by School Board Monday night. If the order closing the schools during September is rescinded, it was indicated, they will be opened on October 2, the term will run out about June 22, 1917, according to Superintendent Ashe.

"I can't see any sense in it myself," remarked President J. R. Davidson, referring to the order closing the schools. "There isn't any reason why we should be held up. Other districts feel the same way about it, I understand."

The members agreed, however, that it would not be wise to oppose the will of Dr. Dixon.

Solicitor H. G. May notified the board that a hearing on the injunction secured by W. H. Showman, stopping work on the new high school building, would be held at Uniontown on Wednesday. There was no comment on the matter by the members. It was decided to pay George B. Freed \$7,200, the value fixed in the condemnation proceedings against his property. Mr. Freed has not appealed from the decision of the viewers and will give the board a quit-claim deed. The other property owners whose land was condemned for the high school site, W. H. Showman and W. H. Showman, are not satisfied and have taken out appeals.

The board decided to advertise for bids on the Fayette field fence, so that contractors may deal with the School Board direct. It was reported that the Alumni Association would raise \$300, and the board will appropriate the balance. The probable cost is \$700. Lloyd Shaw, a member of the alumni, stated that several plans to raise money for the fence were under consideration. One is a Movie Day and the other a Tag Day. The bids are to be submitted by September 11.

The report of school auditors J. Kirk Renner and J. R. Messinger, was submitted and directed to be filed. The bill of the auditors as approved by court was \$75 for each and \$10 for stenographic service. The court allowed a charge of 15 days at \$5 a day.

The bond of Frank Sweeney, contractor for the electrical work on the new high school, in the sum of \$3,800, with the Fidelity and Casualty company of New York as surety, was approved by the board. The bonds of William Sellers and F. T. Evans, plumbing contractors, are ready to be submitted. It was reported. Both contractors have done some work already on their respective jobs.

Insurance policies to the amount of \$45,000 were awarded to three agencies in the following sums: J. D. Porter, \$36,000; Goldsmith Agency, \$4,000; S. F. Hood & Co., \$5,000. Lloyd Shaw of Shaw & Barker, asked that some of this insurance be given to him, in that his company does not have the same proportion of insurance that some of the other companies do. He was told that the insurance would be equalized when the new buildings, now in course of erection, are protected. Insurance on the Fourth Ward building was ordered to be withdrawn.

The application of Barry Webster, former high school teacher, for a college permanent certificate, was approved.

A. E. Woodhead of Lakewood, N. J., was elected biology teacher in the high school to succeed S. G. Fegley, recently released. The new member of the faculty is married and has had two years' experience. He was graduated from Clark University, in Massachusetts. His salary was fixed at \$110 a month.

The application of Mrs. James Kuch for exoneration from taxes was referred to the finance committee.

The election of a trustee officer was deferred.

Members present were J. R. Davidson, C. R. Hetzel, W. W. Smith, Orin Wood and J. W. Ralston.

SHOWS ARE WARNED

Keep Youngsters Out or Close Up, is the Edict.

The board of health Tuesday morning issued a warning to the managers of the carnival showing on the West Side that unless they refused to admit children under 16 years of age, the shows would be closed.

Last night Health Officer Hetzel was on hand to exclude the kids from the carnival grounds, but without the co-operation of the show managers, he says, he could do nothing. As fast as he would chase one youngster another would slip in. He had no assistance from police or firemen.

It is said that owners of concessions did not hesitate to allow the children to ride on the carousel and to enter the various shows.

Dr. C. W. Uits, president of the health board, notified carnival officials that the shows would be closed unless all children were excluded from the grounds.

Buys Crider Property.

Mrs. Joseph Crossland has purchased the Crider property in East Main street and has awarded the contract for addition and other improvements. The property is occupied by Mrs. Emma Port.

PRICE OF BREAD RAISED

Five-Cent Loaves are Boosted to 6 Cents and 10-Cent to 12 on Account of High Price of Flour.

That the 5 and 10-cent bread loaf have passed, was the announcement of one local baker Monday. A. J. Templeton in another column of The Courier declares his intention to maintain the weight of his loaves, but charge 6 and 12 cents, instead of 5 and 10. Some time ago his intention to take this action was announced. Today the change goes into effect.

The advance will be in effect, it is stated, until the flour market returns to normal conditions again.

"Flour has advanced from \$2.50 to \$3.50 since July 1," the baker's statement sets forth, "and the crisis which the industry faces today is more acute than the one which caught us in February of 1915. First, because the bakers have since then practically exhausted the ordinary means of reducing weights and exercising economies; second, because while flour alone was high then, everything was high now." A week ago flour was \$3.50 a barrel and it was expected to reach \$4.00.

Increase the price a cent on a five-cent loaf or reduce the weight of each loaf 20 or 25 per cent, was the alternative put up to the bakers. Mr. Templeton decided on the price increase.

It was expected that other bakers would follow the Templeton bakery's lead. The Renner bakery some time ago intimated that its policy would be the same as that of the Templeton establishment. No announcement has come from this bakery, however.

The Pittsburg bakeries still ship bread into Conneltsville at 5 and 10 cents a loaf.

MACBURNIE REUNION

Big Gathering is Held at Family Home at Liberty.

A reunion of the family of George MacBurnie was held Sunday at the MacBurnie home at Liberty, with all members of the family with the exception of a son-in-law, W. N. Allen, in attendance. Among the guests were six children and 13 grand children. "Aunt" Eliza Bowman 88 years old, and Robert MacBurnie an uncle, who is 82 years old, were the oldest members of the family present.

The following attended: Mr. and Mrs. George MacBurnie, Mr. and Mrs. W. MacBurnie, and two daughters, Mr. and Mrs. J. H. MacBurnie and daughter, Mrs. W. N. Allen and two sons, Mr. and Mrs. R. MacBurnie and five sons, Mr. and Mrs. J. H. Dunn and two sons, Mr. and Mrs. Willis Strickler, Georgia MacBurnie, Eliza Bowman and Robert MacBurnie.

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STOWE RETAINS ITS TITLE IN FIERCEST OF WATER BATTLES

Four Men are Badly Hurt in
Contest for State Cham-
pionship.

MEYERSDALE MAKES GAME STAND

Mountain Boys for a Time Threaten
to Sweep Five-Time Champions Off
Their Feet, But Fail in the Pitch;
Not a Man Able to Stand at Finish.

Four men were injured in what was probably the fiercest water battle ever fought, when Meyersdale went down to defeat before Stowe Township on Johnston avenue Monday afternoon. None of them was seriously hurt, but the battles came through exhaust, some blinded, others nearly strangled, and all more or less injured.

Raymond and Elmer Streets, brothers, who have participated in many a battle for Stowe Township, were temporarily blinded and went home with their eyes bandaged up. They were expected to be all right in a day or two.

William Sperry, a Meyersdale forward, was taken to the Cottage State Hospital in a serious condition after the battle; the skin having been torn from his body by the force of the water, and his back bruised. He was half strangled and suffering from exhaustion. He recovered in a few hours and was taken home on an evening train. J. B. Griffith, another Meyersdale batter, was taken to the hospital suffering from abdominal injuries. His condition is not serious.

The battle was waged for 24 minutes and after it was over, not a man on either side was able to stand unaided. Several of the Meyersdale men were on the ground, half strangled.

The battle was the best ever staged anywhere, freemen say, and they ought to know. For the first three periods, nothing happened, the two teams being content to play the stream upon the stream. After that the fun began. Stowe Township early focused its stream upon the Meyersdale team, who formed a sort of phalanx with backs to the spray of water. Their own hose played wildly and at the end of this period some of the Stowe men had barely been dampened, so little water had struck them.

After the next pistol shot, the Meyersdale stream was directed more accurately and Stowe began to feel the effects of it. Still Meyersdale fought on their backs to the water, following the direction of Captain James Campbell to the letter.

Stowe fought a scientific fight. While their opponents did not move except forward when the gun was fired, the hasty Stowe boys changed from side to side. When their opponents got the range, they would quickly move to the other side of the stream and thus escape the force of the stream for a few seconds.

At one time it looked as though Meyersdale might win out. Their hose poured its force mercilessly upon the Stowe men, while the latter were compelled to point their nozzle at random. By sinking quickly to it, however, they withdrew the pressure until their own hose was playing upon their opponents. The force of the water pushed up the white sweaters of the Meyersdale fighters revealing their bare bodies, upon which the water was directed, and the force was terrific.

The battle waged until the opposing teams were not more than five feet apart. No human being can long withstand the pressure of a 115 foot stream of water and it was not many seconds until the Meyersdale men were torn, one by one, from their hose, until one man alone remained. One of them fell exhausted to the street. Two of the sturdy Stowe forwards had to be assisted to the motor truck which took them back to their headquarters. Another had suffered a bad cut of the face.

The victorious Stowe Township team was composed of William Duff, coach, Elmer Streets, William Bloomington, B. Duff, Albert Blooming and Hay Streets. Two years ago, the same sextet defeated Mount Pleasant on the Johnston avenue battle ground, during the freemen's convention.

The Meyersdale fighters who put up such a hard fight were James Campbell, captain and coach; Jonas Fike, William Sperry, Fred P. Hare, Christopher Harts and John Griffiths. All but Griffiths participated in the victorious fight of the Glassport convention this week.

The officials were: William Ellers, Monessen, referee; Jess Cyphers, Edward Duggan and W. E. DeBolt, timers; George Martin, George Porter, Charles Rowe and Samuel Rowe, timekeepers; H. S. Boate, McKees Rocks, George Matthews, Uniontown, and W. B. Helms, South Conneltsville, judges.

The Stowe Township team took back with them a purse of \$100, half of which was donated by the Conneltsville firemen and half by the Western Pennsylvania Firemen's association.

The battle was fought with 3-4 inch nozzles and 115 pounds pressure. The pressure at Glassport was not over 85 pounds.

The battle was witnessed by several thousand persons. Toward the end of the nozzles played wildly and many spectators were drenched. They didn't mind a little thing like that, however.

HURT IN MINES.

Foreigner Dies Soon After Being Run Over by a Wagon.

Steve Pancaty, 62 years old, was fatally injured yesterday morning about 8.30 o'clock when he was run over by a wagon in the mines at Leisenring No. 1. Death resulted about 20 minutes after the accident occurred. Coroner S. H. Baum was notified and Funeral Director J. L. Stachek took charge of the body.

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ANOTHER GRADE CROSSING VICTIM

An Aged Man Killed and Son Hurt
When Train Strikes Furniture
Truck at Scottdale.

The badly demolished truck of The Aaron Company was brought to Conneltsville late Saturday afternoon, a sad reminder of the tragic accident in which Olden Hostettler, of Mount Pleasant, lost his life, and his son David Hostettler, was severely injured.

The two men were riding from Greensburg to Conneltsville with a load of furniture for the Conneltsville store. The elder Hostettler had been invited by his son to make the trip with him. As the big truck was wending its way down the Fifth avenue hill in Scottdale, a freight train backed out of the Summit branch and caught it as it got squarely across the tracks. The truck was hurled 60 feet away, and Olden Hostettler was crushed to death.

Deceased was 62 years old and resided on Morewood street, Mount Pleasant. He leaves his widow and two children, David, who was injured in the accident, and Mrs. Jack Dunn, who resided at home. The funeral will be held Tuesday morning, interment being made in Mount Nebo cemetery. Services will be conducted at the home this evening at 7:45 o'clock by Rev. J. L. Updegraph.

David Hostettler, whose home was in Greensburg, has a wife and six children. He was taken to the home of his mother in Mount Pleasant, suffering from injuries of the back and bruises of the face and body. All day Sunday he was under great mental strain, blaming himself for his father's death.

The National Pike isn't nearly so popular as it was, and it won't be for some weeks to come. The road workers of Pennsylvania and Maryland have gotten the improvement fever at the same time and great gobs of sticky tar are now being smeared over the surface in an effort to anchor the dust so it won't blow away. Until the tar dries, which will take some weeks, the best traveling card will be by way of the Lincoln Highway.

Savage mountain, west from Frostburg and for some miles after reaching the summit, is mostly tar. On some parts there is a driveway on one side or the other that is reasonably clear, but the motorist who tries to escape picking up a collection of sticky black smudges might as well try another route.

The tar being applied by the State Highway Commission extends for several miles west of Somerset. After the tar peters out there is quite a stretch of freshly oiled road, which is somewhat preferable to the tar, but not much. All in all, the National Pike is the most desirable route to take right now, but in a few weeks it ought to be in fine condition.

Some Fayette county supervisors ought to make a trip over the Bedford county. One of the best dirt roads in the state runs from Bedford Springs down to Cumberland. In dry weather it is, as a general thing, better to travel over than either the Bedford or the National Pike, unless it is too dusty. The road is smooth as a floor and there is apparently perfect drainage. It is virtually free of ruts.

If there is a rut of 31 miles that has anything better in the way of dirt roads it isn't in this county.

The route now being used to Scottdale has been labeled. It doesn't come up to specifications. The average tourist starts raving immediately the route is mentioned, but just the same, it is not any worse, if as bad, as the present route to Uniontown. There isn't a thing to commend the county seat road. In dry weather it is rough and dusty; in wet weather it is slippery. It is rough all the time. Hundreds of travelers are being forced over this route because it is taking the shortest way to get less than a mile of concrete road built.

With the National Pike all gummed up there is likely to be less motoring to Mountain Lake Park than usual. This is the most popular drive hereabouts, and lives up to its reputation. After reaching Uniontown the entire distance is over virtually perfect road, and is just far enough to make a comfortable one-day round-trip drive. The view at The Cove is worth the trip, although it is not quite so inspiring as that from Grand View, just west of Bedford.

HIS ARM BROKEN.

Brakeman Hurt When He is Caught While Coupling Cars.

Scott Osborne, a Pittsburg & Lake Erie conductor running out of Dickerson Run, suffered a broken arm when he fell while making a coupling in the yard and the end of a car.

He was taken to the McKeesport hospital where it was found both bones of the forearm were fractured.

Get Marriage License.

Edward Litley of Tower Hill and Gertrude Miller of Vanderbilt, were granted a marriage license in Uniontown yesterday.

WOULD CONDEMN LAND.

West Penn to Acquire Long Tract in Dunbar Township.

Condemnation proceedings were started Tuesday by the West Penn Interurban Railway Company for a tract containing .863 acres of land in Dunbar township, owned by Isabella M. Long. The tract is on the clay pike between Uniontown and Conneltsville.

In accordance with the act of June 1, 1907, the West Penn company filed a bond for \$2,000. The railway company is represented by Attorney L. B. Brownfield.

A PRETTY LADY.

Federal Building Superintendent Makes Place Attractive.

Frank Burkett, the new superintendent of the federal building, is receiving many favorable comments on the appearance of the lawn and flower beds. The grass is especially pretty and well cared for.

DIRECT-TO-DUNBAR PROJECT WINS APPROVAL OF COUNTY VIEWERS; URGE NEW BRIDGE

Report Submitted to Court
Supports Claims of
Boosters.

LAYTON STRUCTURE ENDORSED

September Term. Opens With Uniontown Minister as Foreman of the Grand Jury; Long Legal Grid Is Ahead of the Three County Judges.

UNIONTOWN, Sept. 4.—Bridges over the Youghiogheny river at South Conneltsville and Layton were approved by the permanent board of county viewers in reports submitted to the court at the opening of the September term today. The viewers believe that both structures across the Yough are necessary for the accommodation of the great amount of travel in that section. The estimated cost of the Layton bridge was fixed by the viewers at \$55,000.

The cost of the South Conneltsville bridge was estimated at \$220,000.

The proposed road in Dunbar township to connect with the proposed bridge to South Conneltsville was not after having come about the country for three years. Louis Toney, alias Louis Ottomani, brought to the county jail from Denver several weeks ago, arraigned in criminal court today before Judge Van Swearingen for the stabbing of Giovanni Pedali, or John Fudora, at Republic on July 26, 1913. Fudora died in the Uniontown hospital two days after the stabbing. Ottomani, upon whom the coroner's jury hung the crime, has been missing for three years and was located in Denver early this summer and brought to Uniontown by County Detective John J. Smith. The stabbing three years ago was the result of Fudora having interrupted Ottomani while he was playing cards at Republic. It is said. The defense will plead that the defendant stabbed Fudora in self-defense.

Jasper T. Shepler, a prominent young man of Uniontown was acquitted of a charge of larceny in criminal court under binding instructions from Judge E. H. Reppert. Adam Grabb of Hopwood was the prosecutor in the action which charged that Shepler had stolen a game cock or "fighting chicken" valued at \$5 which belonged to him. Judge Reppert handed down a decree annulling the marriage of Wilbur R. Criden and Miss Hazel Pursglove of Brownsville, on last June 7. Criden recently signed a plea of guilty to a bigamy charge and was sentenced to the penitentiary after he had admitted having a wife and family in the south. He is reported upon today, and probably will be reported upon tomorrow.

In the condemnation proceedings of the Perry township school district of land of John Koehls for a school house at Wick Haven, the viewers awarded Koehls \$250.

An amicable award was made by the viewers in the condemnation proceedings of the Baltimore & Ohio railroad of property of the estate of Joseph Soloson, deceased, at Gilson station. The Soloson heirs were awarded \$1,500.

The viewers approved the construction of the county bridge at West Overton, the cost of which is being borne by Fayette and Westmoreland counties.

Rev. Clord Goodnight, pastor of the Central Christian Church of Uniontown, was appointed by Judge Van Swearingen as foreman of the grand jury at opening of the September term of court. There will be two weeks of criminal court, followed by a stretch of civil court expected to continue until the Christmas holidays.

Miss Hettie May Keith began proceedings for a divorce from William H. Keith of Uniontown. They were married October 28, 1898, at Hastings, Cambria county. Cruel and barbarous treatment is alleged. Mrs. Keith is now living at Thompson No. 1.

W. A. Hough was appointed assistant assessor in the fourth district of Perry township. The district is a new one and no assistant assessor ever had been elected there.

GIRL IS MISSING

Parents Offer Reward of \$50 for Her Safe Return.

A reward of \$50 has been offered for information leading to the return of Nellie Balda, 14-year-old daughter of Mr. and Mrs. Martin Balda of 302 Conneltsville avenue. Nellie disappeared from the Coney Island Restaurant last Thursday and it is believed that she either went with a show that was at Dunbar last week, or else streaked into Pittsburgh.

Two other girls, it is said, coaxed Nellie away from her job at the restaurant. Her employers say she started three or four times before finally making up her mind to leave.

The girl is rather large for her age and rather attractive looking.

NEW DIMES COINED

They Will Not Be Put in Circulation for Some Weeks.

PHILADELPHIA, Sept. 4.—Orders for the newly designed 10-cent pieces are being received daily at the United States Mint here, but the coin will not be placed in circulation before the 15th or 20th of this month. Two hundred and fifty thousand of the new coins are coined daily, 150 men being employed exclusively in this work. Adam M. Joyce, the superintendent, said today that 10,000,000 of the new dimes will be turned out within the next four months.

The new piece bears the figure of a Grecian woman on the obverse side and the bundle and rods and the eagle of the Roman Victoria on the reverse.

BRONZE STATUE OF CONNELLSVILLE'S MARTYRED PIONEER WILL BE ERECTED UNDER DIRECTION OF C. S. KILPATRICK

Heroic Size Figure is to be
Placed on Huge Stone
Base.

WILL BE FLANKED BY CANNON

Design Shows Distinguished Patriot
in the Uniform of a Continental
Colonel; Contract Calls for Com-
pletion of the Statue by Next May.

A bronze statue of Colonel William Crawford, Conneltsville's martyred pioneer, will be erected by May, 1917. It is announced by the William Crawford Memorial Commission, the contract for the erection of the monument having been awarded to C. S. Kilpatrick. Mr. Kilpatrick will not only design and construct the bronze monument, heroic in size, but will also superintend its erection. Two other bids were received by the commission, but it was the unanimous verdict of the members that Mr. Kilpatrick, himself a native of Conneltsville, would give the matter a more sympathetic interest than an outsider would. Mr. Kilpatrick's bid also provided for superintending the erection of the monument on its stone base, a feature not included in the other bids.

Mr. Kilpatrick submitted to the commission sketches to represent the statue in its finished state. The portrait which was accepted is shown in the accompanying illustration. This portrait of Colonel Crawford, declared by those familiar with his life history to be remarkably accurate, will be placed on public exhibition. A uniform of a colonel in the Continental Army has also been secured, and will be reproduced with fidelity to detail. The artist will work from a living model.

The contract which the commission has executed with Mr. Kilpatrick calls for completion of the statue and delivery to the commission by May of next year. Steps will be taken immediately to prepare the huge stone base. The commission has decided upon the native sandstone as most appropriate for this portion of the monument. The base alone will stand eight feet high, and its other dimensions will be in proportion. It is thought that a stone of the kind and size can be found in the immediate environs of Conneltsville.

The general plans of the monument provide for the heroic size statue of Colonel Crawford, depicting him in the garb of a colonel of the Revolutionary Army, the rank which he held. It will be mounted on the large stone base, upon which will be placed the bronze marker to be contributed by the State Historical Commission. This marker will be similar in type to those which the state commission is erecting throughout Pennsylvania. One of these near Conneltsville is on the stone bridge over the Youghiogheny at Somersfield, which was erected there under the auspices of the Daughters of the American Revolution.

Flanking the monument will be the two brass cannon which are to be presented by the government through the efforts of Congressman Robert F. Hopwood. These are weapons which have seen actual service under the flag, which are of no further use from a military standpoint.

Artist Kilpatrick will start work immediately upon the bronze statue. His model of clay will be made from a living figure. It will take months of patient work to make the mould from which the casting will ultimately come. The artist is now making a close study of the historical data, which is necessary in order that the statue may absolutely conform with those high conceptions of patriotic pride which have inspired its erection.

The commission is marking time in the matter of selecting a site. It has been generally understood that the monument was to be erected on the City Hall lawn. This was originally suggested by Dr. George P. Donohoo, living away with them.

The tables had been set on the lawn, and everywhere were decorations in the national colors. For a while, it was feared that rain would spoil the outdoor feast, but the storm held off until the picnic was over.

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"And from all the pretty girls," "Sunny Jim" interrupted, and caused the biggest laugh of the day.

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COLONEL WILLIAM CRAWFORD.

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Flanking the monument will be the two brass cannon which are to be presented by the government through the efforts of Congressman Robert F. Hopwood. These are weapons which have seen actual service under the flag, which are of no further use from a military standpoint.

Artist Kilpatrick will start work immediately upon the bronze statue. His model of clay will be made from a living figure. It will take months of patient work to make the mould from which the casting will ultimately come. The artist is now making a close study of the historical data, which is necessary in order that the statue may absolutely conform with those high conceptions of patriotic pride which have inspired its erection.

The commission is marking time in the matter of selecting a site. It has been generally understood that the monument was to be erected on the City Hall lawn. This was originally suggested by Dr. George P. Donohoo, living away with them.

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WATER COMPANY WILL FORCE METERS ON MANY CONSUMERS; RENDINE VICTORY IS BARREN

WILL NOT SEE RAILWAY.

Scottdale Board of Health Not to Proceed Against P. R. R.

The Scottdale Board of Health will not sue the Pennsylvania railroad company for permitting children to ride on excursion trains to the Merchants' Picnic at Idlewild Park last Friday. An official of the board stated that any such action should be taken by the state authorities.

Few children bought tickets in Scottdale, though some did board the train at Everson. The children were barred from participation in the outing because of the infantile paralysis quarantine.

ELECT CHURCH BOARDS

Methodist Protestants Choose Governing Bodies for the Year.

At a congregational meeting of the Methodist Protestant Church Sunday morning, members of the official boards were named. The trustees chosen are Lloyd Johnston, Worth Kilpatrick, Dr. G. W. Gallagher, S. T. Beutord and Jerome McCormick.

The stewards for the ensuing year are Anna Brooks, Mrs. James Candy, E. M. Penn, George Swallow, William Sicks, Beatrice Patterson, Mabel Sullivan, C. L. Jaks, H. S. McCormick, Mrs. Rockwell Marietta, C. V. Snader, C. Roy Hetzel, William Morris and Robert Boyd.

The quarterly conference will bring together the old boards for the last time tonight. At that time reports for the year will be submitted and prepared for submission to the 33rd annual conference of the Pittsburgh district which opens at Fairchance on Wednesday. Lloyd Johnston is lay delegate to the conference and E. E. Krouse, alternate.

TO MAKE TIRES SOON

Meyersdale's New Plant Will Shortly Be Running Full.

Meyersdale is to have its tire factory in operation in the near future. The plant of the Spring Cushion Tire Corporation, where "Tas" tires are to be made, will soon be ready for occupancy.

Delay in securing the molds for making the tires is the only thing holding up the starting of work. A tubelike air cushion tire will be turned out.

Legal Notice.

NOTICE IS HEREBY GIVEN THAT the first account and report of G. S. Harsh, L. W. Fogg and John R. Thompson, Receivers of Tower Hill-Conneltsville Coke Company, covering the period from January 21, 1916, to and including June 30, 1916, has been filed in the Probationary Office, and will be presented to court for allowance and confirmation on the 4th day of September, A. D. 1916, and will be confirmed, and allowed, unless cause be shown to the contrary. GEORGE M. RATHMELL, Probationary Office, Uniontown, Pa., August 5, 1916. 10aug4t-wkly

Attorney-at-Law.

GEORGE M. RATHMELL, ATTORNEY-at-law. Office, Suite 1109 Park Building, Pittsburgh, Pa. Telephone 1942.

SHOWMAN HALTS SCHOOL BOARD Gets Injunction Restraining Contractors From Proceeding With the New High School Building.

UNIONTOWN, Sept. 2.—Judge Reppert today granted a temporary injunction restraining the Conneltsville school board and Lawrence & Critchfield, contractors on the new high school, from proceeding with any further excavation work on the site of the proposed building.

The injunction was granted at the petition of W. H. Showman and his wife, Mary Showman, and a hearing was held for Wednesday, September 6 at 9 A. M.

The petitioners claim that the voters of Conneltsville passed a \$250,000 bond issue in the belief that the new high school building was to be centrally located upon the site of what is known as the Fourth ward building. They set forth that the school board has purchased a new site, considerably removed from the Fourth ward school and condemned several properties, one of which was owned by the petitioners. This the board had no right to do under the terms of the bond issue, the petitioners claim.

Such suggestions, however, are not laughable as yet. The commission will not make its recommendation for some time to come, and then only after careful deliberation. The principal interest just now is to get the actual work on the statue and its base under way.

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COLONEL COULTER ELATED OVER THE RETURN OF BOYS

Tenth Commander Will be Glad to Welcome Battalion From Marathon.

BADLY IN NEED OF EQUIPMENT

Reports Indicate that Soldiers on Border Duty are Without Proper Shoes and Clothing Because of Being Away from Main Organization.

CAMP STEWART, El Paso, Aug. 27. Colonel Richard Coulter is the happiest man in Camp Stewart today and his joy is radiated all over camp. The colonel received a message late yesterday afternoon that his boys in the Marathon district, the third battalion of the Tenth Regiment, had been ordered to strike camp at once and return to El Paso. Although the order is for their immediate return it is not expected that they will reach here before 10 days at least. It took the boys about 20 days to go from here to Boquillas, the farthest point, on account of the lack of transportation facilities and road conditions and while they are likely to move faster on the return the roads are in very bad condition at this time, and it is hardly probable they will make it under 10 days.

The third battalion is composed of Companies I, K, L and M, and a detachment of the hospital corps, all of whom are from Connelville. They are Sergeant Carl E. Snair, Walter Rogers, William Martray, Dewey Miller, James A. Darr, Charles McCormick, Clifton Crowder and Walter Lazzelle. They have been gone since the 12th of July and there will be a big celebration on their return.

These boys have had an opportunity to find out what real soldiering is like and they will have many experiences to relate when they return. All are well and in good condition although they are in a pretty bad way for clothing and shoes. They were detached from the regiment and it was impossible for the regiment here to furnish them with clothing on that account. Preparations are now being made to have everything in readiness for their return. There was a vacant space left between the second battalion and the sixteenth for the third battalion and everything is in readiness for their quarters. There was much cheering among the companions when the official news of their return was made known.

Lieutenant Edward Boye, adjutant of Major Coulter, came to Camp Pershing night before last to arrange for the pay in the Marathon district. He expects to return the first of the week. Lieutenant Belgley of the Marathon district is in camp today. He has resigned his commission and expects to return to Altoona next week. He had much to tell of the life and hardships at Boquillas.

Saturday morning all the troops of the Seventh Division were out in a grand review and parade. General Clements was the reviewing officer, and the Pennsylvania troops made a fine showing. Every unit was out and it looked as if there were enough troops in Pennsylvania alone to clean up Mexico. The infantry, cavalry, artillery, signal corps and machine gun crews were all out and it was an impressive sight to watch the well drilled troops go through the maneuvers. The wagon teams were out too and there was a string of these as far as the eye could see in both directions. The general is reported to have been much pleased with the result. The troops started out at 7 o'clock and it was after 12 o'clock before the last of the troops had passed the reviewing officer and returned to quarters.

A machine gun company has been organized in the Tenth and is now engaged in daily practice. Percy Neff of Coalbrook, is in the squad. There are four guns to the company and they have some good hands. The boys received their July pay yesterday afternoon after a delay of three weeks and there were big doings in camp last night. Some of the boys are broke already; they couldn't stand prosperity. The 50 cents a day don't go very far, either, when you get it almost a month late. Most of the boys owed the greater part of their pay and there were many financial transactions yesterday afternoon. There were some all-night card games too. Danny Jones, chief bugler, went down town last night to see the sights with \$20 in gold wrapped in his handkerchief, which he is minus today. There was a fire call and Danny with the rest joined in the run for the scene of the fire. He began to perspire and took his handkerchief out to wipe his brow and today he is broke. Danny says he never did like gold anyway. They use no paper money in making up the pay and the gold and silver is hard to handle.

Photographers are busy these days taking pictures of Camp Stewart. There will be some good pictures sent home before long as orders have been taken for big panoramic views of the whole camp. The boys of the hospital corps all received an order for a big picture yesterday for moving a 50-foot tripod for one of the photographers from the Third to the Tenth regiments. From his position a very fine view of the camp was obtainable.

Better Telegraph Service. Beginning Friday, September 1, the Western Union Telegraph office here will remain open at night until 11 o'clock. This service was to have been inaugurated some time ago but a shortage of operators prevented Manager Brallier from putting it into effect.

Subscribe for The Weekly Courier. \$1.00 a year in advance.

TWO NEW TEAMS, 10 NEW CUSTOMERS

Board of Health Falls Down Badly on Its Promise to Enforce the New Garbage Regulations.

The amazing information that only 10 new customers had been added to the garbage collector's list by the Board of Health's campaign to enforce the ordinance was given to council by Director of Safety M. B. Pryce Wednesday. Mr. Pryce said that the two new teams added to the collector's equipment at council's expense were not needed under present conditions, not enough new patrons having been secured to keep them busy.

The Board of Health has not made good on its promise to canvass the town and enforce the garbage ordinance, Mr. Pryce intimated. Two weeks ago Dr. C. W. Utis, president of the board, told council that if the garbage company would provide additional teams to collect garbage the board would see that every person in the city subscribed for collection service or else prosecutions would be brought to compel them to do so. In the meantime, council bought two new teams for Walter Artis and now that the teams are here, not enough new business has been secured to keep them busy. Director Pryce said that he had made several dates with Dr. Utis to arrange for the canvass of the city but to date had been unable to get together and decide upon a plan.

Mr. Pryce submitted outlines of garbage collection systems in other cities, to whose mayors he had written for information. Freeport, Ill., compels every householder to provide a suitable receptacle for garbage and imposes a fine if it is not left in a convenient place for the collector. This city pays three scavengers \$70 a month each for providing a team and hauling the garbage from a district embracing a third of the city.

Janesville, Wis., and Alliance, O., admit they have no systems. The mayor of Alliance says they are "up against it."

Mr. Pryce stated that he had seen an article in The Courier showing that Erie had evolved a system of collection at a small cost. He said he had written to Erie for a copy of the ordinance.

NO SAFETY FIRST

State Road to Vanderbilt Dangerous, Travelers Say.

Residents of Vanderbilt and the traveling public are kicking vigorously at what they term carelessness in setting off blasts along the public road from Connelville to Vanderbilt. A number of narrow escapes have been reported and on Wednesday a child was struck by a stone thrown in the air by a dynamite blast.

Later while a team was being loaded at the quarry, a charge was fired and when the smoke cleared away one of the horses was found dead, having been struck by a big rock. The horse belonged to Rev. White of Vanderbilt and was driven by his son.

The stone is hard limestone and dynamite is being used to shoot it. As soon as the poles are drilled and charged they are exploded without warning to the traveling public. The road is only a few yards away and showers of stones fall upon teams that happen to drive by at the time.

A little "Safety First" ought to be put in practice by the contractor, drivers declare.

A CORN ROAST

Twenty Couples Attend Affair at Crossland Station.

About 20 couples attended a corn roast given last week by Miss Margaret Irwin, Misses Myrtle and Audith Bixler at the home of Miss Irwin at Crossland. The large orchard was illuminated with Japanese lanterns. Various games were played and a very enjoyable evening was spent. There was abundance of delicious corn and many other good things to eat. Among the out of town guests were J. and Walter Smith of Uniontown; Miss Anna Quinn of Smithton; Joseph Belgley of Latrobe; Miss Esther Towser, Miss Ellen Irwin, Miss Margaret Holleran, Miss Mary Dugal, Miss Mildred Coleman, Glenn Pyle, Thurman Bixler, Walter and William Bixler, Mr. and Mrs. John Irwin of Connelville; Ellis Gault of Dawson; Miss Julia Haley, Misses Mary and Emma Brindlinger, John Brindlinger of Broad Ford.

K. OF P. CELEBRATION

Lodge Will Have Big Parade and Emancipation Observance.

Members of the Knights of Pythias will hold their emancipation celebration in Uniontown on Friday, September 22. Knights from all parts of West Virginia and Western Pennsylvania will be present.

Connellsville Knights will have its full membership in line headed by a band and Morgantown, W. Va., will run a special train for the event. The 40-piece Knights of Pythias band of Pittsburg will participate in the parade and give a concert.

Frank R. Stewart of Pittsburg will be a speaker and little Sheldina Walker of Vanderbilt will render piano selections. The Aeolian Club will sing several selections. A grand moonbeam ball at the West End theatre will close the celebration.

Both Partners Here. Mr. Critchfield of the firm of Laurence & Critchfield, contractors on the new high school, has moved to Connelville to join his partner in the work on the high school.

Home From Hospital. M. W. Alter of Greenwood, has returned home from a Philadelphia hospital where he took treatment for nervous trouble. Mr. Alter is a West Penn. conductor.

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SUNDAY SCHOOLS WILL BE OPENED FOR THE ADULTS

Sessions are to Resume, With Those Under 16 Kept Out.

DR. DIXON MODIFIES RULING

State Health Commissioner Takes a Siam at the Church People for Manner in Which They Received Edict Young Folks Kept From School.

Following the modification of the State Health Department's order regarding the opening of schools, an announcement was made today that the Sunday schools of town would resume their sessions Sunday, being careful to observe the rule which prohibits those under 16 from attending.

The order of the state deferring the opening of schools from September 13 to September 23, it develops, applies only to children 16 and under. Because of the criticism which has been leveled at the department, Dr. Samuel G. Dixon announces that efforts to keep all schools closed will be abandoned. This new order, he states, puts up to the state authorities the rather serious problem of police supervision which would have been unnecessary had the original order been acceptable.

The school authorities are now to determine whether they shall open some of their schools and keep others closed. It is presumed that a majority of the public schools will remain entirely closed until the quarantine is abandoned, because of the fact that if only those over 16 are admitted, none of the grades, and only a portion of the high school classes, could attend.

It was stated today that the First Presbyterian Sunday School would resume its sessions Sunday for those over 16. The Baptists have also indicated their intention of doing likewise, and it is expected that by tomorrow all of the churches will have made the same announcement.

The complete text of Dr. Dixon's order, changing the date for the opening of schools to the later part of September, and removing the ban for pupils over 16, is as follows:

The Department of Health's decision on the closing of the schools was to prevent the spreading of infantile paralysis in our state and spare the lives of our little children. Before deciding to close the schools, numerous experienced educators of our state were consulted and it was made clear that our school system in Pennsylvania, both public and private, represents a beautiful piece of educational machinery, each upper grade or each whole department upon another.

With this in view the State Department of Health decided not to close the kindergarten and elementary grades alone but instead to move the entire grade of machinery out of range of the enemy (infantile paralysis) so as to extend its action over into June or well away from danger. The result would break up the classes and grades until the beautiful school system would have been like a smashed automobile on the highway.

No sooner was the decision made by the Department than ministers and Sunday school teachers became abusive. The object of the Department of Health, being, primarily, to save the lives and to prevent the life-long crippling of our children, it listened to and considered the protest despite the fact that it was put in a way that was not suited to make angels of those who had been "helping" in their business. The department will make the new emergency rule work smoothly.

The board after carefully considering the protest, decided to close the schools including all grades, which was intended to preserve their organization, has rendered a decision that all classes, schools and colleges may decide whether or not they open as usual, providing that none admit children under 16 years old before September 20, 1916. This new ruling puts the state up to the difficult task of policing each school.

The period of the school children under 16 years of age from moving picture shows and public entertainments is extended to September 20, 1916.

REGISTRATION PLACE

Third Ward Voters Will Enroll at Office of J. E. Sims.

The registrars in the Third Ward have secured the office of J. E. Sims on North Pittsburg street as a registration place, the store room previously used have having been occupied since the last time the registrars met. The first registration day for Connelville voters comes on September 7.

The election board in the Third ward will have to hunt around for a polling place before the November election. Since the Adair warehouse was sold to the Pennsylvania railroad, a vacant store room on Pittsburg street has been used but this is not available now. It is said that a suitable room will be hard to find.

NO VIEW NEEDED

Property Owners Will Pay for Paving Without Court Approval.

Cottage avenue and Apple street residents have set an example for other property owners in the city by agreeing to pay their paving assessments without the formality of having viewers appointed and submit the assessments to court. It was reported to council Wednesday that almost all of those on Cottage avenue had agreed to pay. If all will pay no view will be necessary.

Mayor Marietta announced that property owners on Apple street between Mountain alley and Apple street would also pay without having a view made.

Child Labor Bill Signed. WASHINGTON, Sept. 1.—President Wilson today signed the child labor bill. The ceremony was witnessed by Secretary Wilson, Senator Robinson, Representative Keating, Julia Lathrop, chief of the Children's Bureau of the Labor Department, and others.

SIDE DOOR CARS PROVE POPULAR

West Penn Has Nine in Use, While Six More Are Being Built.

The 700 type cars have come to stay as a part of the West Penn's equipment. Nine of them are now in use. Bidders for six more have been received and will be mounted on trucks and equipped with motors in the next few months. From time to time, as more large cars are needed, more 700 cars will be built. Superintendent of Transportation Daniel Durie announced today.

The old 200 and 600 cars will eventually be relegated to the branch lines. They are smaller, more expensive to operate and not the best type for the long runs. The 700 cars seat 73 people, and are roomier and more substantial than the other types. The 600 cars seat 55 and the 200 type seats 48. The 700 cost 30 per cent less to operate than the smaller trailers. This saving of current consumption combined with greater seating capacity makes the new cars altogether desirable. They cost \$8,500 complete, but the resultant saving is worth the greater cost.

The 700 type car now in use by the West Penn was evolved by local men at the West Side car barns. It was the first center entrance car in this section and other traction companies have modeled their cars after it. Many of its features are common to West Penn cars alone.

For a long time the cars were built at the West Side barns, the trucks and motors alone being imported from outside. Now, however, the bodies are purchased from Cincinnati car builders and assembled here. The last of the cars were received yesterday. They will be equipped with the latest improved Westinghouse motors.

GIVEN A SHOWER

Party Held for Scottville Girl, Who Will Become Nurse.

Miss Anna King of Scottville, who leaves September 20 for Baltimore to enter the nurses training school at Johns-Hopkins hospital, was tendered a surprise miscellaneous shower Thursday evening by Miss Anna Clark at the Clark residence in North Pittsburg street. About twenty-five of Miss King's friends attended and presented her with a number of useful articles. A delightful musical program was rendered by Miss Anna George, and Miss Margaret and Anna King. A well appointed luncheon was served.

Out of town guests were Misses Margaret Moloney, Anna George, Katherine Finerty, Mary Almoe, Ella Ryan, and Margaret King of Scottville.

GOING TO COLLEGE

Ten Dunbar Township Graduates Will Soon Leave for School.

A number of Dunbar township high school graduates are preparing to enter college this year, their applications having already been sent in and approved. The students will enter college direct from the high school without taking further examinations.

The students and colleges they will enter are as follows: Lewis Fuehrer, State College; Hugh Henderson, Allegheny College; Patrick Franks, University of Pennsylvania; Gladys Fuehrer, College; Anagnone Cochran, Philip Cochran, Harry J. Crawford, Thomas Crawford, University of West Virginia; Leroy Barnhart, Bethany.

ASK AN EXTENSION

Thompson Creditors Want Secured Claims to Hold Off.

The J. V. Thompson Creditors' Committee has issued an appeal to the secured creditors of Thompson to grant an extension of three years on their claims, providing interest and taxes are paid by December 9, next, and annually thereafter.

Members of the committee believe that such an extension will go far toward clearing up the Thompson matter, as it will give them ample time to arrange matters to finally liquidate the estate.

A STICK IN TIME

Little Talks on Health and Hygiene by Samuel G. Dixon, M. D., LL. D., Commissioner of Health.

The combination of green apples and small boys usually makes work for the doctors about this season of the year.

The temptation of unripe fruit is not the only danger which wise parents must guard their youngsters against at this time of the year. Owing to the extreme heat and the variety of diet it is not at all unusual for children to develop serious digestive disturbances.

These are among the first symptoms of infantile paralysis as well as numerous other diseases of childhood. The exact relation of this condition to the disease has not yet been determined. The unnatural fermentation might help the germ of infantile paralysis to multiply. For this reason it is especially important that intelligent supervision should be exercised over the diet of children.

All food should be cooked. They should not be permitted to eat white bread in excessive amounts and sour bread should never be fed to children. Too many sweets are apt to upset the digestion at this season of the year.

With bottle fed infants care should be taken to keep the milk at a temperature of from forty to sixty degrees until it is prepared for feeding. The nipples of the nursing bottle should be sterilized before they are used and the water which babies, in common with all of us require in unusual amounts during the hot weather, should be sterilized by boiling.

By following these simple precautions it may be possible to spare children from digestive disturbances which may lead to serious complications, even prepare the way for infantile paralysis if the germ comes along.

BOYS IN THE BIG BEND TERRITORY HAD A HARD TIME

Good Eats, but Rain Spoiled the Sleeping Accommodations.

TEACHERS' MEETING CALLED

Shoes Worn Out and Uniforms on the Verge of Rags, Guardsmen Make the Most of Their Lot and Do Some Real Soldiering; Glad to Reach El Paso.

EL PASO, Sept. 1.—William Martray who is at Boquillas was heard from yesterday, in which he relates some of their experiences there. Bill says: "The mail service here is very poor, the last mail being two weeks late. It just arrives at any time. We get good eats, but the sleeping accommodations are awful. We have had so much rain that it flooded practically all the tents and I had to sleep on two gasoline barrels. All I had to do was to open the bung holes in the barrels and the fumes put me to sleep. This morning Croyley and I got knocked off. The major came around and told us to get up and wanted to know if we had heard reveille. We have been in the habit of sleeping in and I was only about half awake and asked him what he had to do with us. He soon showed me for my feet at attention in my B. V. D's. He said he would excuse us this time but to get busy in the future when we heard that bugle. We believe he meant it too. Our clothes are all worn out and our feet are practically on the ground, so you see it is not very soft here. Sherman sure was right."

"They are going to move us to Donora, 12 miles nearer Marathon, and that's good to us, for it is just that much nearer home. Have you heard what they're going to do with the students? Miller, Darr and I, all want to get back in time for the football season since Villa has hidden from us. We would even be satisfied to get back to El Paso, as this is just about the slowest place on God's green earth. Dunbar not excepted. All are well and hope for an early return.—Bill."

There will be some happy day in the Marathon district when they get the news of their return from the home of Martray's letter. And Bill generally gives you the plain unvarnished truth, too.

NO JOY IN SOLDIERING. According to Carl E. Snair, sergeant of the Tenth Pennsylvania hospital corps, the job of being one of about 400 troops camped on the Texas prairie, 105 miles from a railroad, guarding a little store and saw factory, representing an investment of not more than \$2,000, is nothing to be happy over. Members of Companies I and K of the Pennsylvania troops and Troops A and B of the Sixth United States Cavalry all feel the same way about it. He writes to a friend here:

"The only white persons in desolate Glen Springs, he says, are a Mr. Ellis and his clerk, the former being postmaster, storekeeper and manager of a factory making wax from a bush growing on the desert. The product, it is said enters largely into the composition of which phonograph records are made."

The doctor in charge of the hospital corps is Lieutenant Frank Thompson of the United States Reserve Corps. His home is in Lisbon, O., and used to be in "God's Country" as Pennsylvania is termed by the boys now so far away from it.

Colonel Crago stands high in the soldiers' estimation. Snair says, and they will give him a solid vote in November. He also thanks The Courier for sending papers to them and remarks incidentally that "The Democrats surely will get a drubbing this fall unless the president does something pretty soon or gives some reason for keeping the troops down here."

BRANCH IS FORMED. W. H. Parkhill Heads Dawson Wild League.

A branch of the Wild League League to a halt Thursday morning on a large membership has been secured, including men from Dawson, Dickson and Franklin and Lower Tyrone townships. William H. Parkhill was chosen president and George Whiskey secretary.

A number of those who joined were formerly members of the Connelville branch of the league, but they feel that a home organization will be more convenient. It is believed that the game with which this section is well stocked will be given protection and within a few years the hunting lands will be as well stocked as any in the county.

TRAIN IS ABLAZE. Engineer Stops It After Friction Fires Engine and Cars.

With engine trucks and the trucks of his 57-car train ablaze from friction, engineer Martin Mower, of Cumberland, brought his runaway freight was organized in Dawson Wednesday morning beyond Mt. Savage, Md., after it speeded 10 miles on the West Virginia mountain grade of the Western Maryland railroad between Dickerson Run and Cumberland.

Fireman H. A. Miller of Cumberland jumped. By sticking to his throttle Mower avoided a disastrous wreck. Fireman Miller's arms were badly bruised.

State Police Appear.

Two state police have appeared in Somerset, coincident with the convening of the annual teachers' institute. The teachers are wondering what for.

Get Marriage License. Logan W. Kovis of McKees Rocks and Helen E. Tamehill of Scottdale, were granted a marriage license in Greensburg yesterday.

Morton Named Captain. Adjutant General Thomas J. Stewart at Harrisburg has announced the appointment of Private Lieutenant Robert S. Morton to be captain of Company D, succeeding Captain J. C. Herwick, who resigned. Second Lieutenant John L. Robinson is named first lieutenant.

G. A. R. Chief Chosen. KANSAS CITY, Sept. 1.—William J. Patterson of Pittsburg, was elected commander-in-chief of the Grand Army of the Republic at the annual encampment here today. He succeeds Captain Elias R. Monfort of Cincinnati.

Meysersdale Fair. The Meysersdale Fair will be held September 9 to 25 inclusive.

TEDDY OPENS MAINE CAMPAIGN

Plunged Into The Fight By Dealing Telling Blows At Wilson's Mexican Policy and Blunders.

LEWISTOWN, Maine, Sept. 1.—Theodore Roosevelt plunged into the thick of the bitter campaign in Maine last evening with characteristic vigor. Starting with an attack on President Wilson's Mexican policy, Mr. Roosevelt delivered blow after blow in one of the most forceful speeches yet made in the national contest.

"Safety first" is the President's policy," Mr. Roosevelt declared; "safety obtained by shrinking from duty." In enthusiastic terms Mr. Roosevelt endorsed Charles E. Hughes.

"As between Mr. Hughes and Mr. Wilson, who can doubt which is the man who will with austere courage stand up for the national duty?" Mr. Roosevelt asked. "Against Mr. Wilson's record of words unbacked by deeds or betrayed by deeds we set Mr. Hughes' rugged and uncompromising straightforwardness of character and action in office."

Mr. Roosevelt's speech had "punch," which the Republican leaders welcomed. One of his statements which brought forth applause and laughter was:

"It should be a careful rule of conduct in international as in individual affairs never to hit if hitting can possibly be avoided, but never in any circumstances to be engaged in continually hitting, but he always has hit back. Whenever his opponent has hit back, he has propped his arms, stopped hitting and taken refuge in platitudes about peace and humanity."

Mr. Roosevelt dealt almost exclusively with the Mexican situation. In other speeches he will take other subjects. As he is to give only a few addresses during the campaign, it is his intention to deal at length on one question.

CHARLES ADAMS KILLED AT WORK

Well Known South Side Man Is Struck By a Steam Shovel on the B. & O.

Charles Adams, 28 years old, was killed Thursday afternoon at Ohio pyle, when he was struck by a steam shovel on which he was working. After a load of steel rails had been unloading, Adams was struck on the head by the steel booms of the ditcher, suffering a fractured skull. The body was brought to Connelville and removed to Funeral Director J. E. Sims' parlors. After being prepared for burial it was taken to the home of his mother, Mrs. Mary A. Adams in Washington avenue, from which place the funeral was held Sunday afternoon at 2 o'clock. Interment in Chestnut Hill cemetery.

Adams was born in Connelville and spent all his life here. He was popularly known to everyone as "Yellow." He was a member of the First Methodist Episcopal Church. He was a machinist at the Baltimore & Ohio shops for seven years. Since last March he had been employed on the Baltimore & Ohio work train. His father, Frank P. Adams, died 34 years ago. In addition to his mother, he is survived by two brothers, Oscar, at home, and Harry Adams of South Connelville. Harry Adams lost both legs in a railroad accident.

ODD FELLOWS' OUTING. Committee Named by McKinley Lodge to Plan Corn Roast.

At the regular meeting of William McKinley Lodge No. 136, Independent Order of Odd Fellows last week, a committee headed by John Craige was appointed to arrange for a big corn roast to be held in the near future for the members and their women friends. The committee is also planning for a fall membership campaign.

Noble Grand Iron Rush was in charge of the meeting. The names of three applicants for membership were received.

AUGUST IS HOT. Nearly Four Degrees Warmer Than Same Month Last Year.

August, 1916, was nearly four degrees hotter than August, 1915, according to figures compiled at the West Penn offices. The maximum temperature was 85.1, compared to 81 last year; the minimum 64.8, compared to 62.5, and the mean 75, against 71.8.

August, 1915, showed greater variation in temperature. The maximum was 92 on the 2nd, while on the 31st the minimum was 47. Last month the maximum was 92 but it was reached on the 5th, 21st and 22nd. The minimum was 52 on the 14th and 23rd.

COOPER HIGH GUN. Local Man Defeats Uniontown Crooks in Trap Shoot.

R. F. Cooper, telephone and signal expert for the West Penn, went to Uniontown and took a number of the county seat's best trap shooters into camp at the Uniontown gun club shoot.

Cooper broke 48 out of a possible 50, defeating Kelly and Messmore, two crooks. He was high gun in a field of 42 shots, divided into four classes.

TOWNSEND ACQUITTED. Is Freed of Charge of Stealing an Automobile.

John L. Townsend of West Newton, who was charged by his brother-in-law, C. H. Cutler, with the theft of an automobile, was acquitted by a jury in Greensburg yesterday.

Fireman H. A. Miller of Cumberland jumped. By sticking to his throttle Mower avoided a disastrous wreck. Fireman Miller's arms were badly bruised.

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BALTIMORE & OHIO WILL BUILD FENCE ON WATER STREET

Council Will Give Approval to Proposed Safety Measure.

PAVING PLANS GO FORWARD

Bids Asked for Bricks to be Used on Race and Arch Streets; Four New Streets are Accepted from the Contractors; Ninth Street Job is Let.

At a special meeting of council Wednesday an ordinance was introduced giving the Baltimore & Ohio railroad permission to erect an iron fence along its tracks on Water street, from a point midway between Grape alley and Peach street to Connel run. This ordinance was later withdrawn because the solicitor had not included the points of agreement reached by council in conference with the railroad engineers and officials. Engineer S. M. Foust was directed to make a plot of the proposed fence and permission will be granted, according to this plan. The fence is designed as a safety measure, to keep persons off the tracks. It will encroach on Water street 18 inches at some points; but most of the way will be on the railroad's right of way. The company will move back the curb now paralleling its tracks in order to provide clearance for all cars.

Additional steps preparatory to paving Arch street and Race street were taken. It was decided to advertise for 500,000 bricks, more or less, for Arch street and the extension of Ninth street, West Side. It was also decided to ask for bids on 1,250 feet of 24-inch vitrified sewer pipe for a storm sewer on Race street. These contracts are to be awarded on September 11.

Isabella road, Willis road, Angle street and Washington avenue were accepted from the paving contractors and the solicitor directed to get the plans at work on them immediately so that the city may be assessed against the property owners.

J. I. Dick was awarded the contract to complete the paving on Ninth street. He has already begun work.

Solicitor E. C. Higbee was directed to prepare a short term bond ordinance for Arch street.

Engineer S. M. Foust reported that the proposed new sewer on Newmarket avenue, from Pittsburg to Race street, would cost \$3,529 if the city's old brick are used. Councilman John Duggan was of the opinion that a less expensive sewer could be built. A long discussion ensued without action being taken.

Engineer Foust told council that there is no

THE NEW 8-HOUR LAW VERY LIKELY TO BE TESTED IN COURTS

Its Constitutionality is Being
Questioned by Many
Able Lawyers.

PUBLIC MUST BEAR THE INCREASE

Advance in Wages Reasonably Certain
to be Followed by Higher Freight,
Which Dealers Will Double Several
Times and Shift to the Consumers.

Now that the danger of a tieup of the country's railroads has been averted for a time at least, railroad officials, shippers and business men generally are devoting considerable thought to a consideration of the circumstances under which the trouble was postponed, and the probable consequences of the Adamson law. It is the universal opinion of railway officials that the new law does not permanently settle the questions involved in the 8-hour day contention, but the effect will be to further complicate the situation and at most only act to defer another contest between the contending parties.

The legal departments of the leading roads all over the country are considering the bill from all its angles, but particularly with regard to its constitutionality. There seems to be at least a reasonable legal doubt that Congress has the power to fix a basic minimum wage rate for any branch of business enterprise, and it may be that concerted action to test the legality of this aspect of the matter will be taken by all the roads.

"That remains to be seen," a Baltimore & Ohio official is quoted as saying at Baltimore, when questioned as to the probability of legal proceedings to upset the provision of the act which forces the roads to adopt a basic eight-hour day and fixes the pro-rata overtime payment.

"Certainly the railroads will have the very best legal advice procurable on this aspect of the case."

"In the meanwhile, we are forced to adjust ourselves to the conditions as they exist," he continued. "The bill provides that the new basis goes into operation on January 1, 1917. Its effect on the financial position of the roads may be surmised when it is understood that it may cost the Baltimore & Ohio alone an additional \$3,000,000 a year operating expenses. It may be rather more than that, or it might be less. It is extremely difficult at this stage to strike an accurate average, but I think \$3,000,000 is at least approximate."

"The effect of such a drastic change cannot be otherwise than far reaching, and in the end, of course, the public will pay. It is probable that some effort will be made to secure from the Interstate Commerce Commission an increase in freight rates, in which case the shippers will meet the first cost and the public will finally foot the bill in the shape of increased prices for practically all commodities, since freight rates are a determining factor in the cost of nearly every kind of merchandise. The worst aspect of the situation, if this comes to pass, will lie in the fact that while freight rates are fixed and regulated to a degree which insures that the railroads shall make only a legitimate profit, there is no such control of either the merchandise broker or the final retailer, consequently in some cases the buyer in the final market will undoubtedly be asked to meet an increase in retail prices which will be higher than the circumstances fairly demand."

"Suppose, for instance, that increased rates jump the price of potatoes 5 cents a peck to the retailer. If the public was assured that this increase would be met by an advance in the retail price of 5 cents a peck to cover the freight rise, the situation would not be so bad; but past experience has proved that there is a very strong likelihood that the final retail price would be jumped 10 or 15 cents. The retailer sees his opportunity to increase his own profits and lay the blame on higher freight rates."

"On the other hand, if an increase of freight rates is refused, many roads which are at present operating very close to the limit, will be forced into the hands of receivers. A railroad in a receiver's hands means a curtailment of expansion for the sake of economy, a depreciation in service for the same reasons. It means less available cars, slower shipment, and less all round efficiency, because the strictest economy is the first principle under such circumstances. Here again the shipper will suffer, and the public will be called on to pay the bills."

"As railroad officials see it, the situation is one which requires very careful consideration, not only on the part of the roads, but also by the leading manufacturers and shippers, looking to some action to meet the situation which will confront the roads, at least for the first nine months of 1917, during which time the commission of inquiry which the act provides will deliberate on the whole affair."

WILL FIGHT LAW

Unorganized Railroaders Are to Oppose the 8-Hour Enactment.

CHICAGO, Sept. 5.—Employees of the railroads other than the members of the four brotherhoods are to make a determined fight on the Adamson eight-hour law, according to Robert T. Frazier, an employee of the Nashville, Chattanooga & St. Louis railroad, here today. He claims to have secured many signers to a petition to Congress protesting against the law. Mr. Frazier will leave for Pittsburgh today and following a visit to Philadelphia and New York will go to Washington to present his petition to Congress.

Subscribe for The Weekly Courier.

UNION SUPPLY HOLDS OPENINGS

The Stores All Over the Region
Introducing This Feature.
Large Crowds Drawn.

The Union Supply Company stores are holding fall openings this year for the first time. It is intended, if the events this year are successful, to hold them regularly.

The idea is to display the new fall goods, which has been arriving at the stores for some time. In the coke region the goods cannot be kept on display constantly, because of the smoke. By the fall opening plan, therefore, the goods can be seen by everyone interested and yet not be exposed to the smoke for more than a day or two.

The stores which have held openings this fall have found them to be highly successful.

The fall opening of the Leisenring store was held Tuesday night. The full staff of the store was on hand, although no sales were made. The crowd was large. All Leisenring was there, and quite a few from Connellsville. It is estimated that about 600 people attended the opening.

The various departments were all worth visiting. Some especially fine silk and wool sweaters were on display. Novel and beautiful blankets were a feature of the dry goods department. The furniture upstairs was excellently arranged, and the meat, grocery, and fresh fruit sections were distinguished for their cleanliness. In fact, the whole store was "spick and span" to the highest degree.

The store was very tastefully decorated in autumn leaves and flowers. Small cut glass dishes were presented to the ladies as souvenirs. John Pasulagua, violinist, and Miss Katie McGrogan, pianist, played all evening.

The staff of the store is as follows: Store manager, Frank A. Purkey; chief clerk, Ellis Gault; clerks, Edward Murtha, Edward Linney, Thomas Bailey, John Thompson, Miss Burns, Miss Schell, Miss Moore, Miss Riley. Albert Burkett did police duty Tuesday night.

FEAR ORE SHORTAGE

Big Steel Companies Giving Serious
Attention to Supply.

Leading steel companies are giving more serious attention to the subject of maintaining an adequate supply of iron ore at blast furnaces, and fears are held that despite the strenuous efforts which now are being made to bring the largest possible tonnage from Lake Superior ports before navigation closes in the fall, the stocks which are being piled up will not be adequate to meet the heavy demands which will be made upon them during the winter and early spring. It is believed in well-informed circles that the question of ore may exert a powerful influence on pig iron prices within the next 5 or 8 months.

The leading steelmaker now is transferring at least some of its southern furnaces, which have been engaged on foundry iron, to the manufacture of basic steel. This is due to the belief that the output of its stocks normally engaged in producing steel-making iron will not prove adequate and that unless it increases its output by diverting some of its stocks from the production of foundry iron, it will experience a shortage of basic.

NEW PUBLICATIONS

Of the West Virginia Geological Survey Just Fresh From the Press.

Two new and important publications have just been issued by the West Virginia Geological Survey. The first is a Detailed Report on Raleigh County, Summers West of New River and the Coal Area of Mercer County. This consists of 778 pages and introductory matter, a number of illustrations and a separate case of topographic and geologic maps. The price of the report, with maps, is \$2.50.

The second publication is a Chart of the Bituminous Coal Beds of West Virginia, made to scale and showing the names, number and intervals between the coal seams of the state, revised and corrected to June, 1916. The price of this chart is 25 cents. Both can be obtained from the West Virginia Geological Survey, Morgantown.

TO REGULATE CONSUMPTION

Spanish Government Fixes Rules for
Use of Coal Consumers.

The Spanish government has issued a royal decree establishing regulations designed to conserve the supply of coal in that country. One of the restrictions requires that every municipality having gas or electric lighting systems must, in case the illuminant is produced by steam power, turn off one-half of the public lights each night at 11 o'clock.

Other provisions are equally exacting all of which are taken with a view to relieving the serious scarcity of coal throughout Spain. Its enforcement, it is believed, will tend to avert the threatened suspension of domestic industries and to prevent the further rise in the price of coal.

HAULED CATTLE TOO LONG

Without Water is Basis of Suit Against
The Chesapeake & Ohio R. R.

Suit for debts and damages has been filed in the United States district court of West Virginia by the United States against the Chesapeake & Ohio Railway Company for alleged violation of the 23-hour law regulating the continuous transportation of live stock.

A specific charge is that the company hauled a carload of cattle continuously for 39 hours without stopping to water and feed them.

Coal Cars Short.

Coal men complain of the car shortage, which is about as bad as last week. None of the roads are able to furnish the number of cars needed.

Bethlehem's Orders.

The Bethlehem Steel Company is said to have \$300,000,000 worth of orders on its books.

Coal Freight Rates

TO EASTERN POINTS		ORIGINATING DISTRICT			
Rate per Gross Ton of 2,240 lbs.	Civilie	Wmoredand	G'burg	Latrobe	
	Pittsburg	Fairmont			
Destination					
Baltimore, Md.	\$2.00	\$1.85	\$1.70	\$1.60	
Chester, Pa.	1.70	1.55	1.40	1.30	
Harrisburg, Pa.	1.50	1.35	1.20	1.10	
Johnstown, Pa.	1.40	1.25	1.10	1.00	
Lebanon, Pa.	1.30	1.15	1.00	.90	
New York, N.Y.	2.25	2.10	1.95	1.85	
New York, Brooklyn	2.35	2.20	2.05	1.95	
Philadelphia, Pa.	2.00	1.85	1.70	1.60	
Sparrows Point, Md.	2.00	1.85	1.70	1.60	
Stanton, Pa.	2.10	1.95	1.80	1.70	
South Bethlehem, Pa.	2.10	1.95	1.80	1.70	
Syracuse, N.Y.	2.15	2.00	1.85	1.75	
TO ATLANTIC PORTS VIA R.R.					
Greenwich, Pa.	1.75	1.60	1.45	1.35	
Greenwich, Pa., for Export	1.65	1.50	1.35	1.25	
So. Amboy, N.J., P.O. & Vessel	1.95	1.80	1.65	1.55	
Harram, N.J., P.O. & Vessel	2.00	1.85	1.70	1.60	
Greenville, N.C., P.O. & Vessel	2.00	1.85	1.70	1.60	
Canton, Baltimore, Md.	1.75	1.60	1.45	1.35	
Canton, Md., for Export	1.55	1.40	1.25	1.15	
TO ATLANTIC PORTS VIA S.O.					
St. George, N.Y., Coal Piers	2.25	2.10			
St. George, N.Y., for Export	1.95	1.80			
Philadelphia Coal Piers	1.75	1.60			
Philadelphia, for Export	1.65	1.50			
Curtis Bay, Balt., Piers	1.80				
Curtis Bay, Balt., for Export	1.55	1.40			

*The rate from the Fairmont District to Johnstown is 75c. The Connellsville rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Fairdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa., from points on the Smithfield & Masontown Branch and from the Fairmont District of West Virginia.

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Latrobe; south to and including Brownsville and Hazleton on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad and eastward to Dickerson Run and southward to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Fairdale; on the Pittsburgh, Virginia & Charleston except Hazleton and all Monongahela River railroad points east of Sutersville; on the New York Central excepting Connellsville Transfer and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

THE UNITED STATES LEADS THE WORLD IN ITS RAILROADS

Has 50,000 More Miles Than
All the Countries of Europe
Combined.

TWO-THIRDS OF WHOLE WORD

Tracks Would Reach to the Moon and
Gird the Earth Six Times; Pays to
Employees More Money Than the Total
Revenues of the U.S. Government

Blumington figures setting forth the extent, amount of business handled, the vast capital invested and the importance of railway systems of the United States compared with those of other nations are given in a bulletin issued by the National Geographic Society.

With its more than a quarter of a million miles, 237,569, on June 30, 1915, the United States not only leads every other nation in the world but exceeds by 50,000 miles the total railway mileage of Europe. In fact, it has two-thirds as much mileage as all the rest of the world combined. The length of tracks, including switches and sidings, reaches the enormous total of 291,000 miles, enough to reach from the earth to the moon and with a surplus sufficient to girdle the globe six times. Over these tracks 55,000 locomotives are operated, drawing 2,327,000 cars. If all these cars were covered into grain carriers and were placed at the disposal of the farmers of the country the entire 1915 wheat crop of more than a billion bushels could have been moved at once and not employed more than one third the total tonnage capacity.

The average number of employees of all the railroads in the United States whose annual operating revenues amounted to \$100,000 or more last year was 1,409,342, the number of miles of road coming under this classification being about 225,000. The total compensation paid these employees was \$1,155,000,000, an amount exceeding the total revenues of the United States government for 1913-14 by more than a hundred and twenty million dollars. The average annual wage of railway employees is therefore \$825.

Among the railway employees in 1914 the largest average daily compensation went to general officers, \$16.66, with other officers ranking second, \$6.48. Third in line of average daily compensation were the engineers, \$5.24, followed by conductors, \$4.47. The lowest wage was to the trackmen, a daily average of \$1.53. In every class save one (employees account floating equipment) the compensation for 1914 was more than in 1913, the largest daily increase going to the general officers, 39 cents, with firemen ranking next, 9 cents, and conductors third, 8 cents.

For the twelve months ending June 30, 1915, our railroads carried 975,000,000 passengers, 76,000,000 fewer than during the previous twelve months. These travelers paid the roads \$516,000,000, about 68 cents each and the average receipts per passenger were a fraction under two cents. The number of tons of revenue-producing freight handled was 1,802,000,000, for which shippers paid the roads \$1,977,000,000. The average freight rate per ton mile for these shipments was a little less than three-quarters of a cent.

The total railway operating revenues for the year amounted to \$2,556,000,000, with operating expenses of \$2,088,000,000.

The railway capital of the United States actually outstanding on June 30th, 1915, was \$19,719,000,000, equal to 44% of the total indebtedness of all the nations of the earth, computed prior to the outbreak of the European war. It is a sum representing more than 10% of the total wealth of the country, and equal to the wealth of Belgium, Spain and the Netherlands combined.

CHEMISTS SOLVE DYE PROBLEM

Employees of the DuPont Powder Laboratories Find Ways of Utilizing Munition Plants When Peace Comes.

Six hundred chemists, tolling quietly in the great research laboratories of the du Pont powder plants in different sections of the country, are reported to be ready to give the United States a dye industry.

The chemists, working anonymously as did the German chemists who built up the great dye industry on the Rhine and made Germany a commercial power, have done their part in discovering and providing the methods of manufacture. It all now depends on whether the United States wants its own dye.

As a laboratory problem, the dye situation has been solved by the du Pont chemists. It is one of the hundreds of things these chemists are solving daily in an effort to find a way to make the best use of the \$50,000,000 worth of buildings and machines now being used by the du Ponts in making war munitions for Europe.

The dye problem is being worked out as one of the many possible uses of these buildings and the explosive-making processes can have after the war contracts are completed.

The du Ponts may make any one of a score of thousands of different things in these plants after the war. But the chemists know now that one of these things may be and can be made is dyes that will be as good and in many instances better than the 300 German colors which flooded the world two years ago.

ORE RATES UNFAIR

Carriers Directed to Make Separate
Charges for Docking, Etc.

WASHINGTON, Sept. 5.—Rates on iron ore from lower Lake Erie points to Ohio, Kentucky, West Virginia and Western Pennsylvania were pronounced generally unreasonable today by the Interstate Commerce Commission.

Carriers were directed to make separate charges for dock, storage and switching services. The commission sets up a new grouping for which maximum rates are provided. The commission makes it clear that it expects its findings may require some adjustment of the thorough charges to points not specifically named in the new reasonable maximum rate and leaves it to the carriers to establish charges to submit to the commission before December. The commission will continue its investigation and on April 1 by a final order will definitely fix the future maximum rate.

Still More Open-Hearths.

The Youngstown Iron & Steel Company has let contracts for the building of a fourth 6-ton open-hearth furnace at its plant at Lowellville, Ohio.

Subscribe for The Weekly Courier.
\$1.00 a year in advance.

FOR SALE

Garrett County, Maryland,
500 acres timber land;
1,500,000 feet Hemlock;
1,500,000 feet Hardwood.

4 miles from W. Md. R. R.
Address P. O. Box 350,
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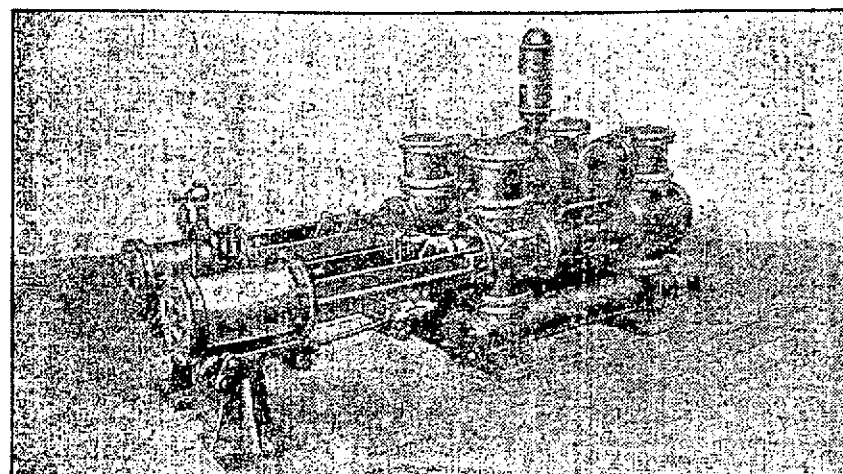
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DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE
OR COLLIER ENGINES.

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We are also prepared to accurately duplicate promptly any part of any of our machines.
Your inquiries will receive prompt and satisfactory attention.

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features by the organ of the coke trade for nearly 40 years. Subscribe now. It's
a trifle—only \$1.00 a year, payable in advance

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